NORTHERN PACIFIC R. R.

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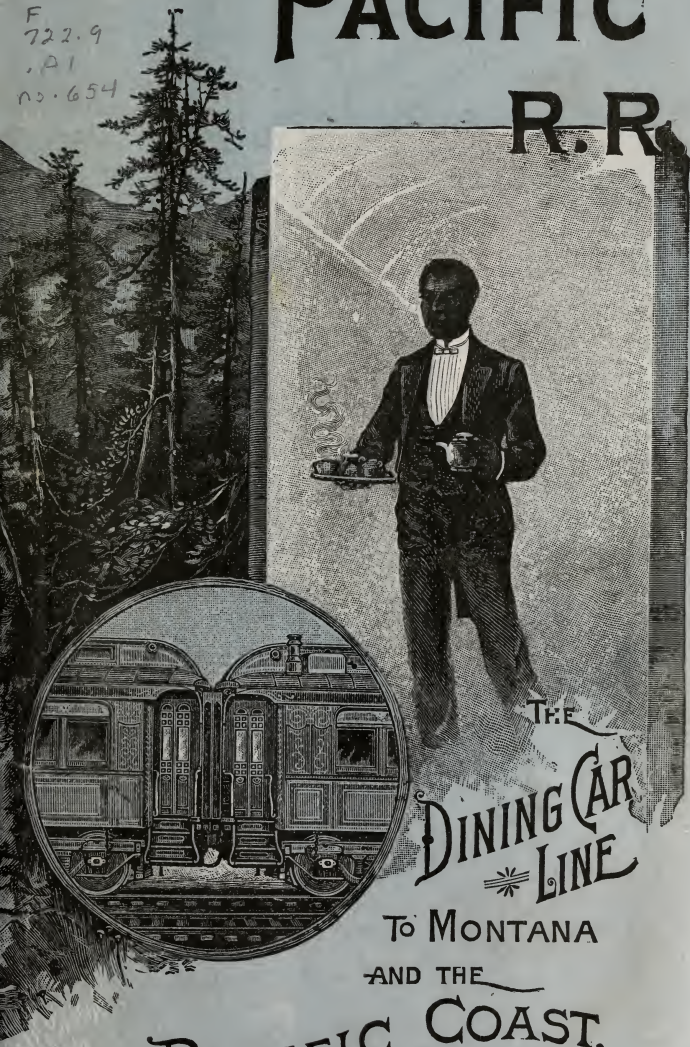


THE DINING CAR LINE TO MONTANA AND THE PACIFIC COAST.

CHAS. B. LAMBORN,
LAND COMMISSIONER,

P. B. GROAT,
GENERAL EMIGRATION AGENT.

ST. PAUL, MINN.

ALL COMPETITORS DISTANCED!

NOT CONTENT WITH BEING THE

ONLY LINE IN THE UNITED STATES

OFFERING ITS PATRONS

DINING-CAR SERVICE ON THROUGH PACIFIC COAST TRAINS.

THE

Northern Pacific Railroad

Now Runs on its Through Line Between

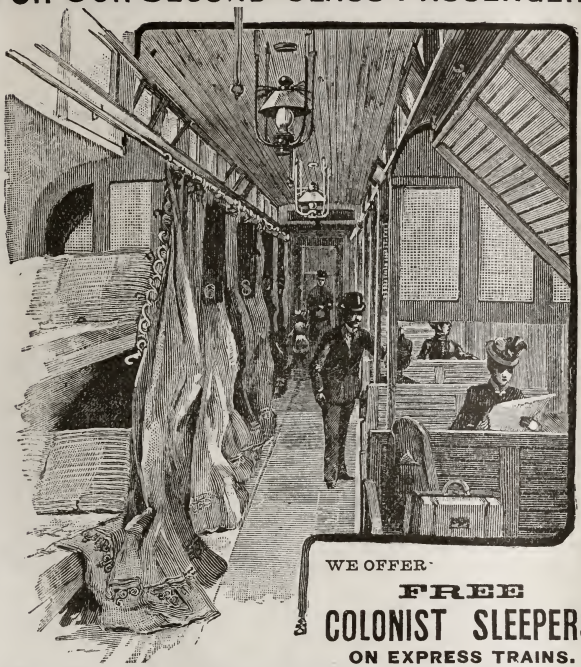
ST. PAUL AND MINNEAPOLIS AND TACOMA AND PORTLAND

COMPLETE

VESTIBULED TRAINS.

RAND, McNALLY & CO., PRINTERS, CHICAGO.

FOR OUR SECOND-CLASS PASSENGERS.



WE OFFER

FREE COLONIST SLEEPERS

ON EXPRESS TRAINS.

SETTLERS going to the Pacific Coast should bear in mind the fact that the NORTHERN PACIFIC RAILROAD is the only Company running Colonist Sleepers through Minnesota, Dakota, Montana, Idaho, and Washington. This is the **Shortest Line from St. Paul to Tacoma,** by 207 miles; **Seattle,** by 177 miles; **Portland,** by 324 miles. **Ten-Day Stop-Over Privileges** are given on second-class Pacific Coast Tickets at **Spokane Falls,** or points west thereof, on the Northern Pacific or Oregon Railway & Navigation Co.'s Lines to which second-class rates are quoted, thus affording the intending settler whose ticket reads via Cascade Division an opportunity to see the central and western portion of Washington Territory, and such important towns as Spokane Falls, Cheney, Sprague, Ritzville, North Yakima, Ellensburg, Tacoma, Chehalis, Tenino, and Winlock, without incurring the expense of paying local fares from point to point. For full information call on or write your nearest Ticket Agent, or one of the following

GENERAL AND DISTRICT PASSENGER AGENTS.

A. J. QUIN, District Pass'r Agent.....306 Washington St., Boston, Mass.
THOS. HENRY, " " ..154 St. James St., Montreal, Quebec.
J. H. ROGERS, JR., " " ....111 South 9th St., Philadelphia, Pa.
L. L. BILLINGSLEA, " " ....111 South 9th St., Philadelphia, Pa.
GEORGE D. TELLER, " " .....44 Exchange St., Buffalo, N. Y.
W. F. SHERWIN, " " ..... Elmira, N. Y.
D. W. JANOWITZ, " " Room 1, Jackson Place, Indianapolis, Ind.
A. A. JACK, " "161 Jefferson Ave.(Nall's Ex'ge),Detroit,Mich.
THOMAS L. SHORTELL, " " .....112 North 4th St., St. Louis, Mo.
J. D. CAMPBELL, " " .....144 Superior St., Cleveland, Ohio.
S. H. MILLS, " " ..... 132 Vine St., Cincinnati, Ohio.
O. VANDERBILT, " " .....402 Court Ave., Des Moines, Iowa.
W. H. WHITAKER, " " .....St. Paul, Minn.
T. S. PATTY, " " .....24 W. 9th St., Chattanooga, Tenn.
JNO. N. ROBINSON, " " ..... 392 Broadway, Milwaukee, Wis.
F. O'NEILL, " " 121 First St.,cor.Washington,Portland,Ore.
T. K. STATELER, Pacific Coast Agent.....618 Market St., San Francisco, Cal.
G. G. CHANDLER, Traveling Freight and Passenger Agent.....Tacoma, W. T.
GEO. R. FITCH, General Eastern Agent.....319 Broadway, New York.
C. B. KINNAN, Eastern Passenger Agent .....319 Broadway, New York.
J. L. HARRIS, New England Agent .....306 Washington St., Boston, Mass.
A. ROEDELHEIMER, General Agent..Cor. High and Chestnut Sts.,Columbus,O.
E. R. WADSWORTH, General Agent.....210 South Clark St., Chicago.
H. SWINFORD, Gen'l Agent N. P. & M. Ry..... 457 Main St., Winnipeg, Man.
A. D. EDGAR, General Agent.....Cor. Main and Grand Sts., Helena, Montana.
JAS. McCAIG, General Agent.....354 Main St., Butte City, Montana.
A. W. HARTMAN, General Agent .....Duluth, Minn.
A. D. CHARLTON, Ass't General Pass'r Agent.....121 First St., Portland, Ore.
B. N. AUSTIN, Ass't General Pass'r Agent.....St. Paul, Minn.
J. C. POND, Ass't General Ticket Agent.....St. Paul, Minn.
CHAS. S. FEE, General Passenger and Ticket Agent.....St. Paul, Minn.
J. M. HANNAFORD, Traffic Manager .....St. Paul, Minn.

YELLOWSTONE NATIONAL PARK

SEASON OF 1889—JUNE 15TH TO OCT. 1ST.

Excursion Tickets to the World's Wonderland, the Yellowstone National Park, will be on sale at the rates and on the dates and terms named below.

RATES:

$110 BOOK TICKETS.

The $110 Book Ticket, on sale at St. Paul, Minneapolis, and Duluth, Minn., Ashland, Wis., Portland, Ore., and Tacoma, Wash., June 13th to September 27th; at Chicago, Ill., St. Louis, Mo., and by the principal rail lines from Atlantic Coast cities, June 12th to September 25th, covers the expenses of the round trip from St. Paul, Minneapolis, Duluth, Ashland, Portland, or Tacoma, to and through the Park. This includes railroad fares, one double berth in Pullman Sleeping Car, meals in Northern Pacific Dining Cars, stage transportation through the Park and accommodations for five days at the Park Association hotels.

LIMIT AND CONDITIONS OF TICKET.

Limit of ticket forty days, i. e., good going thirty days, returning ten days. All tickets, however, must be used in the Park before October 5th.

Stop-overs will be allowed within final limit of ticket at Billings or any point east thereof, or Helena and points west when ticket has been purchased at Portland or Tacoma. The return portion of ticket must be signed and stamped at Mammoth Hot Springs Hotel, and presented on main line train for return passage within one day from such date.

Stop-overs in the Park granted at the pleasure of tourists within final limit of ticket.

$10, $30, AND $40 TICKETS.

On sale at Livingston, Mont., and eastern and western termini from June 13th to September 27th.

The $10 Ticket includes railroad fare Livingston to Cinnabar and return, stage fare Cinnabar to Mammoth Hot Springs and return and one day's board.

The $30 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and return, and four days' accommodations at the Park Association hotels.

The $40 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and Yellowstone Falls and Canon and return, and five days' accommodations at the Park Association hotels.

Limit.--Good if used between June 15th and September 30th, inclusive. No stamping of these tickets required at any point in the Park.

EXCURSION RATES EASTERN TERMINI TO LIVINGSTON, UPPER GEYSER BASIN, ETC., AND RETURN.

St. Paul, Minneapolis, Duluth or Ashland to Livingston, Mont., and return $50 00

St. Paul, Minneapolis, Duluth or Ashland to Norris and Lower and Upper Geyser Basins, and return..... 75 00

Limit of $50 ticket and stop-over privileges same as for the $110 book tickets. Return portion of ticket must be stamped and signed at Livingston ticket office.

Conditions governing sale of the **$75 Rail-Stage** tickets, limit, identification, stop-overs, etc., same as $110 tickets.

Parties purchasing above tickets **are not obliged to make a continuous trip through the Park,** but can make such stops at the different points of interest within the limit of the ticket as they may see fit.

For Park Map and further information in regard to the Yellowstone tour, write to or inquire of your nearest ticket agent, any General or Traveling Agent of the Northern Pacific Railroad, or

CHAS. S. FEE, Gen'l Pass. and Ticket Agent, ST. PAUL, MINN.

SPECIAL CARS.

The attention of excursionists, hunting and fishing parties, is called to the fact that the Northern Pacific Railroad have lately fitted up two (2) special excursion cars, designed for parties of the above nature, which they are now prepared to rent at reasonable figures.

If desired, cars will be provisioned, and cooks, porters and waiters furnished at actual cost.

Car No.	Description.	Will Berth.	Length over Platforms.	Length of Body.
6	Parlor, Dining and Sleeper	16	65 Feet.	58 Feet.
7	Parlor, Dining and Sleeper	10	57 Feet.	48 Feet.

For transportation of a special car and a party of twelve persons or less, twelve full first-class tickets (regular or excursion) will be required; for more than twelve, one ticket each. On transcontinental business, fifteen full tickets will be required for transportation of special car and party of fifteen persons, or less; for more than fifteen persons, one ticket each.

NORTH PACIFIC COAST EXCURSION RATES.

An $80 round-trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth, Superior, and Ashland, and by all eastern lines, to Tacoma, Portland, or Victoria.

ROUTES.—Tacoma, Portland, or Victoria tickets good going via Pasco Junction and the Cascade Division of the Northern Pacific, returning via the Columbia River Line, or vice versa. This gives the tourist two routes and enables him not only to view the magnificent scenery of the Cascade Mountains and grand old Mt. Tacoma, with its glaciers and snow-crowned crest, but also takes him along the shores of the matchless Columbia river.

Tickets will be issued to Portland going via either of above routes, returning to any Missouri River point, without additional charge.

Portland, Tacoma, or Victoria tickets good going via Cascade Division or Columbia River Route, returning via Canadian Pacific Railway to either Winnipeg, Port Arthur, St. Paul, or Minneapolis.

CONDITIONS.—All of these tickets are limited to six months from date of sale; good, going trip, sixty days to any one of the North Pacific coast termini named, returning any time within final limit.

The usual stop-over privileges will be granted going or returning.

Excursion Rates Portland to Puget Sound Points and Alaska.

PORTLAND TO—		PORTLAND TO—	
Tacoma and return.....	$ 9.00	Sitka, Alaska, and return	$109.00
Seattle and return.....	10.00	TACOMA TO—	
Victoria and return.....	14.00	Sitka, Alaska, 1st class..	53.25
Sitka, Alaska, 1st class..	59.50	Sitka, Alaska, and return	100.00

Meals and State-room included after leaving Pt. Townsend.

CALIFORNIA EXCURSION RATES.

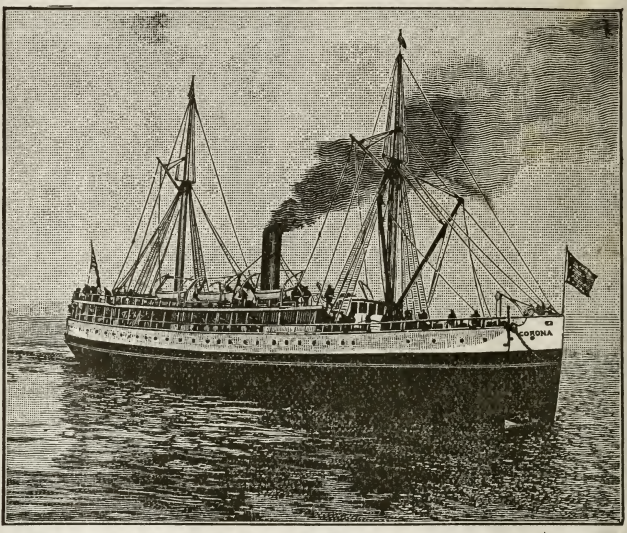
The Northern Pacific Railroad has placed on sale at St. Paul, Minneapolis, Duluth, Superior, and Ashland, round-trip excursion tickets reading via Pasco Junction and the Cascade Division, Tacoma, and Portland, or Columbia River Route and Portland, thence via the Shasta Route, or the ocean, to San Francisco, returning same route to starting point, or by any of the southern lines to Omaha, Kansas City, Minneola, or Houston, at $95; to New Orleans or St. Louis at $101.

At the offices of the principal lines east of the Missouri river, and at the eastern termini of the southern transcontinental lines, excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta Route, the all-rail line to Portland, or the ocean and the Northern Pacific Railroad to St. Paul, Minneapolis, Duluth, or Ashland, at a rate $15 higher than the current excursion rate in effect between Missouri river points, Minneola, or Houston, and San Francisco.

Return coupons reading from Missouri river points to Chicago or St. Louis will be honored from St. Paul or Minneapolis either free, or with a small additional charge, according to the route.

LIMIT.—Six months. Sixty days going to the first Pacific Coast common point; return any time within final limit. Stop-overs granted in either direction.

ALASKA EXCURSIONS.



The following are the sailing and arriving dates of the Alaska Steamers for the season of 1889:

THE STEAMER "CORONA."

LEAVE TACOMA.	DUE BACK.	LEAVE TACOMA.	DUE BACK.
June 17th.....4.00 AM	June 30th.	August 1st....4.00 AM	August 14th.
July 2d.....4.00 AM	July 15th.	August 16th..4.00 AM	August 29th.
July 17th.....4.00 AM	July 30th.	....	....

The new steamer "Corona" will be devoted during the season exclusively to excursion traffic, for which business she is admirably adapted. The round trip rate from St. Paul, Minneapolis, Duluth or Ashland to Sitka, including berth and meals north of Tacoma, will be $175. The time consumed by the "Corona" in making the round trip will be about fourteen days—other steamers about twenty days.

STEAMER "ANCON."		STEAMER "GEO. W. ELDER."	
Leave Tacoma.	Due Back.	Leave Tacoma.	Due Back.
April 13th.	May 2d.	April 28th.	May 17th.
May 13th.	June 1st.	May 28th.	June 16th.
June 12th.	July 1st.	June 27th.	July 16th.
July 12th.	July 31st.	July 27th.	August 15th.
August 11th.	August 30th.	August 26th.	September 14th.
September 10th.	September 29th.	September 25th.	October 14th.

Diagrams of Alaska steamers will be found in the hands of general and traveling passenger agents of the Northern Pacific, who will reserve accommodations for its patrons; or parties may communicate direct with CHAS. S. FEE, General Passenger and Ticket Agent of the Northern Pacific Railroad at St. Paul, Minn.

The season extends from May 1st to November 30th. Tickets will be limited to six months, good going to Portland or Tacoma sixty days, returning within final limit, the holder, however, to leave Sitka on or before November 30th.

Tickets will be sold going via the Cascade Division of the Northern Pacific Railroad and Tacoma, returning via the Columbia River Line, or vice versa; also via either of the above routes, returning via the Canadian Pacific Railway from Victoria, B. C., to Port Arthur, Ont., or St. Paul, or Minneapolis.

ALASKA ONE-WAY RATES.

FROM ST. PAUL, MINNEAPOLIS, DULUTH, OR ASHLAND TO SITKA.	Via Wallula and Portl'nd O., R. & N.	Via Pasco and Tacoma Cascade Div.
Unlimited cabin passage, first-class	$125.00	$120.00
Limited, first-class	115.00	110.00
Second-class and steerage	70.00	65.00

These rates include berth and meals on steamer after leaving Port Townsend. The Northern Pacific Railroad is the only route by which through tickets from the East can be purchased via Portland, Ore., and Tacoma to Alaska.

PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section	Draw'g Room.	Between St. Paul or Minneapolis and	Double Berth.	Section	Draw'g Room.
Brainerd	$1.50	$ 3.00	.....	Livingston	$ 7.00	$14.00	$26.00
Fergus Falls	1.50	3.00	.....	Bozeman	7.00	14.00	.....
Wahpeton	1.50	3.00	.....	Helena	8.00	16.00	30.00
Grand Forks	2.50	5.00	.....	Butte	8.50	17.00	32.00
Grafton	3.00	6.00	$10.00	Missoula	9.00	18.00	.....
Winnipeg	3.00	6.00	10 00	Spokane Falls	10.50	21.00	40.00
Fargo	2.00	4.00	7.00	Pasco Junc.	12.00	24.00	46.00
Jamestown	2.50	5.00	.....	Ellensburg	13.00	26.00	.....
Bismarck	3.00	6.00	10.00	Wallula Junc.	12.00	24.00	46.00
Miles City	5.00	10.00	18.00	Portland	13.50	27.00	52.00
Billings	6.50	13.00	.....	Tacoma	13.50	27.00	52.00

BETWEEN PORTLAND AND	Double Berth.	Section.	Drawing Room.
Albany	$2.00	$ 4.00	.....
Eugene	2.00	4.00	$ 7.00
Ashland	2.50	5 00	.....
Sacramento	4.50	9.00	16.00
San Francisco	5.00	10 00	18.00

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

Until further notice the Northern Pacific Railroad will sell, from St. Paul, Minneapolis, Duluth, or Ashland, round-trip excursion tickets, as follows:

To Springdale, Mont. (Hunter's Hot Springs), and return	$50.00
To Bozeman, Mont., and return	52.00
To Helena, Mont., and return, via N. P. R. R.	56.00
To Helena, Mont., and return, going via N. P. R. R., returning via Montana Central, and St. Paul, Minneapolis & Man. Rys.	75.00
To Butte, Mont., and return, via N. P. R. R.	56.00
To Butte, Mont., and return, going via N. P. R. R., returning via Union Pacific Railway or via Union Pacific and Denver & Rio Grande Rys., to Missouri River	75.00
To Spokane Falls, Wash., and return	70.00
To Medical Lake, Wash., and return	70.00

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limit 90 days, good going 30 days, returning 30 days. Limit on Springdale tickets is 40 days; good going 30 days, returning 10 days.

Stop-overs granted at any point within limit of tickets.

LOCAL EXCURSION RATES TO SUMMER RESORTS.

EXCURSION RATES.—Tickets on sale May 1st to October 27th. Good to return on or before October 31st.

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	$ 5.25
St. Paul or Minneapolis to Battle Lake and return	7.50
St. Paul or Minneapolis to Detroit Lake and return	9.15
St. Paul or Minneapolis to Minnewaukan (Devil's Lake) and return	18.65
St. Paul or Minneapolis to Winnipeg, Man., and return	22.50
Ashland, Wis., to Battle Lake and return	9.00
Ashland, Wis., to Detroit Lake and return	10.65
Ashland, Wis., to Minnewaukan and return	20.15
Ashland, Wis., to Winnipeg, Man., and return	22.50
Duluth or Superior to Battle Lake and return	7.50
Duluth or Superior to Detroit Lake and return	9.15
Duluth or Superior to Minnewaukan and return	18.65
Duluth or Superior to Winnipeg, Man., and return	22.50

Tickets good going to Minnesota resorts one day (from Ashland two days), to Minnewaukan, Dak. (Devil's Lake), two days, Winnipeg, Man., fifteen days from date of sale. Return limits the same.

East-Bound Excursion Rates from Portland, Tacoma, Seattle, Victoria, and all Pacific Coast Points to St. Paul and Minneapolis.

Round-Trip Excursion Tickets good, going six months, limited to thirty days going passage, good to return at any time within the final limit, are on sale between above points at the rates and via the routes named below. No extension of time or exchange of ticket will be made at Eastern terminus.

To St. Paul, returning via Northern Pacific or Canadian Pacific	$ 80.00
To St. Paul, returning via Council Bluffs or Kansas City, U. P. Ry., and Oregon Short Line, or via D. & R. G. and Oregon Short Line	90.00
To St. Paul, returning via Council Bluffs or Kansas City and San Francisco, and either Shasta Route or Steamer	105.00
To St. Paul, returning via Council Bluffs or Kansas City, Sacramento, San Diego or San Francisco, and either Shasta Route or Steamer	114.50
To St. Paul, returning via Kansas City and Albuquerque or Deming, San Francisco, and either Shasta Route or Steamer	105.00
To St. Paul, returning via Kansas City and Albuquerque or Deming, San Diego and San Francisco, and either Shasta Route or Steamer	114.50
To St. Paul, returning via St. Louis and direct lines to San Francisco, thence via Shasta Route or Steamer	113.00
To St. Paul, returning via St. Louis, Sacramento, San Diego or San Francisco, and either Shasta Route or Steamer	122.50
To St. Paul, returning via St. Louis, through El Paso or Deming, Colton, San Diego and San Francisco, thence Shasta Route or Steamer	122.50
To St. Paul and Chicago, returning via N. P. or Can. Pac., or via Council Bluffs and Oregon Short Line, or via Council Bluffs, D. & R. G. and Short Line	100.00
To St. Paul and Chicago, returning via Council Bluffs, Sacramento, San Francisco, and either Shasta Route or Steamer	115.00
To St. Paul and Chicago, returning via Council Bluffs, Sacramento, San Diego, San Francisco, and either Shasta Route or Steamer	124.50
To St. Paul and St. Louis, returning via either the Northern Pacific (via Wallula or Pasco) or the Canadian Pacific	95.00
To St. Paul, returning from New Orleans, via El Paso, San Francisco, and either Shasta Route or Steamer	101.00
To St. Paul, returning from New Orleans, via El Paso, San Diego, San Francisco, and either Shasta Route or Steamer	110.50

Rates returning from New Orleans do not include Passage between St. Paul and that point.

VALUABLE INFORMATION.

STOP-OVER CHECKS will be issued, when desired, good for 15 days from date of issue, to holders of regular first-class tickets. Tourist tickets are good for stop-over at pleasure within going and returning limits.

1,000 MILE TICKETS, good on all lines east of Montana, at 2 1-2 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Superior, West Superior, Ashland, Aitkin, Little Falls, Brainerd, Fergus Falls, Wahpeton, Detroit, Red Lake Falls, Winnipeg, Moorhead, Glyndon, Fargo, Grand Forks, Grafton, Drayton, Pembina Casselton, Jamestown, Oakes, Minnewaukan, Edgeley, Bismarck, Mandan, Dickinson, Helena, and Butte.

1,000 MILE TICKETS, good on main line and branches of N. P. R. R. in Montana, and on Montana Union Ry., at 4 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Ashland, Brainerd, Grand Forks, Fargo, Jamestown, Bismarck, Mandan, Dickinson, Glendive, Miles City, Billings, Livingston, Bozeman, Townsend, Helena, Wickes, Garrison, Anaconda, Deer Lodge, Butte, Missoula, and Spokane Falls.

2,000 MILE TICKETS, good on all lines of N. P. R. R., at 4 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Ashland, Fargo, Bismarck, Mandan, Dickinson, Glendive, Miles City, Billings, Livingston, Bozeman, Helena, Garrison, Butte, Missoula, Spokane Falls, Cheney, Davenport, Wash., Sprague, Wallula Junc., Ellensburg, Tacoma, Portland, and Seattle City.

CHILDREN over 5 years and under 12 years, half-fare; under 5 years free, when accompanied by parents or guardians.

BAGGAGE REGULATIONS.—150 pounds of baggage are carried free on each full ticket, 75 pounds on each half-fare ticket between all points on and via the Northern Pacific R. R. and its Western connections. No single piece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances. The charge for excess baggage between Eastern terminals and the Pacific coast common points is $8.40 per 100 pounds.

EXCESS BAGGAGE MONEY BOOKS are on sale in St. Paul, Minneapolis, Little Falls, Duluth, West Superior, Ashland, Brainerd, Fergus Falls, Detroit, Red Lake Falls, Grand Forks, Grafton, Drayton, Pembina, Glyndon, Moorhead, Fargo, Casselton, Jamestown, Oakes, Edgeley, Bismarck, Mandan, Dickinson, Miles City, Livingston, Helena, Garrison, Butte, Missoula, Spokane Falls, Wallula Junction, Portland, and Tacoma.

SLEEPING CARS.—This Company runs the Pullman Vestibuled Drawing Room Sleeping Cars, of the latest and most improved pattern, between St.Paul and Portland, and Tacoma.

DINING CARS.—The celebrated Dining Cars owned and managed by this Company in the interest of its patrons, are run on all through trains. Meals in these cars are only 75 cents.

THE DAY COACHES run on this line are first class, and the finest manufactured by the Pullman Car Co.

LOCAL SECOND-CLASS PASSENGERS ride in good, clean coaches on the same train with first-class passengers.

St. Paul, Minneapolis, Portland & Tacoma Line

WESTWARD. 5 Fargo Ex. Daily Ex. Sun.	3 Dakota Ex. Daily.	1 Pacific Ex. Daily.	Dist. from St. Paul.	STATIONS. August 25, 1889. All P. M. time is given in heavy figures; all A. M. time in light figures.	EASTWARD. 2 Atlantic Ex. Daily.	4 St. P. & M. Express Daily.	6 Pass. Ex. Daily Ex. Sun.
A.M.	P.M.	P.M.		("Central" time.)	P.M.	A.M.	P.M.
† 8.15	§ 8 00	§ 4.15	....	Lv.....**St. Paul**.....Ar.	§ 5.30	§ 7.05	† 6.40
8.45	8.35	4.55	11	Lv....**Minneapolis**...Ar.	4.55	6.30	6.15
* 8.59	* 8.49	.....	13	.....North Minneapolis...	.....	* 6.17	* 6.02
9.05	8.55	5.15	14	....Northtown Junction...	4.35	6.10	5.55
9.12	9.05	.....	17	.....Fridley Park.....	....	6.00	5.47
9.32	9.27	5.40	29	.....**Anoka**.....	4.07	5.40	5.27
9.45	* 9.43	.....	36	.....Itaska	....	* 5.25	* 5.12
9 55	9.53	6.05	41	.....Elk River.....	3.43	5.15	5.00
*10.07	*10 05	.....	46	.....Bailey's.....	...	* 5.02	* 4.48
10.13	10.12	.....	49	.....Big Lake.....	.....	4.55	4.42
10.30	10.30	.....	57	.....Becker.....	.....	4.38	4.23
10.45	10.45	.....	64	.....Clear Lake.....	.....	4.23	4 09
11.10	11.10	7.15	76	.....**East St. Cloud**.....	2.35	3.58	3.46
11.15	11.15	.....	78	.....**Sauk Rapids**.....	.....	3.55	3.42
11.42	11.45	.....	90	.....Rice's.....	.....	3.39	3.13
11.53	11.59	7.58	97	.....Royalton.....	.....	3.15	3.00
*12.03	*12.12	.....	103	.....Gregory.....	.....	* 3.05	* 2.45
12 13	12.23	8.20	107	.....**Little Falls**.....	1.30	2.55	2.35
12.22	*12.33	.....	112	.....Belle Prairie.....	.....	* 2.47	2.26
*12.28	*12.40	.....	116	.....To peka.....	.....	* 2.40	* 2.18
12.38	12.53	.....	122	.....Fort Ripley.....	.....	* 2.28	2.06
1.00	* 1.13	.....	131	.....Crow Wing.....	.....	* 2.10	1.47
1.20	1.30	9 20	138	Ar.....**Brainerd**.....Lv.	12.20	1.55	1.30
.....	.....	8.10	....	Lv.....**Ashland**.....Ar.	6.40	.....	.....
.....	8.00	4.20	252	Lv.....**Duluth**.....Ar.	4.40	7.15	.....
1.45	1.50	9.30	138	Lv.....**Brainerd**.....Ar.	11 59	1.35	1.10
* 1.53	* 1.59	.....	142	.....Baxter.....	.....	* 1.22	* 1.02
2.02	2.07	.....	146	.....Gull River.....	.....	1.11	12 52
* 2.07	* 2.13	.....	148	.....Sylvan Lake.....	.....	* 1.05	*12.47
* 2.15	* 2.22	.....	151	.....Pillager.....	.....	*12.54	*12.38
2.35	2.41	.....	160	.....Motley.....	.....	12.28	12.20
* 2.52	* 3.00	.....	168	.....Staples Mill.....	.....	*12.06	12.03
3.07	3.16	.....	175	.....Aldrich.....	.....	11 50	11.47
3.16	3.25	.....	179	.....**Verndale**.....	.....	11 40	11.38
3 30	3.40	11.23	185	.....**Wadena**.....	10.28	11.23	11.25
* 3.35	* 3.45	.....	187	.....Wadena Jc.....	.....	*11.18	*11.20
3.42	* 3.53	.....	190	.....Bluffton.....	.....	11.11	11.13
4 02	4.15	.....	198	.....N. Y. Mills.....	.....	10.52	10.55
* 4.15	* 4.26	.....	203	.....Richland.....	.....	*10 39	*10.45
4.28	4.41	.....	209	.....Perham.....	.....	10.25	10.32
4.55	5.09	.....	220	.....Frazee.....	.....	9.59	10.06
* 5.06	* 5.20	.....	225	.....McHugh.....	.....	* 9.47	* 9.55
5.18	5.35	1.05	230	.....**Detroit**.....	9.05	9 35	9.43
5.35	5.52	.....	237	.....Audubon.....	.....	9.17	9.28
5.48	6.05	.....	243	.....Lake Park.....	.....	9 05	9.15
* 6.01	* 6.20	.....	248	.....Hillsdale.....	.....	* 8.53	* 9.03
6.08	6.28	1.53	251	..**Winnipeg Junction**..	.....	8 46	8.58
.....	.....	7.10	356	Ar...**Grand Forks**..Lv.	.....	4.15	.....
.....	.....	10.50	450	.....**Pembina**.....	.....	12.25	.....
.....	.....	1.55	518	Ar....**Winnipeg**....Lv.	.....	9.10	.....
6.16	6.37	.....	254	Lv.....Hawley.....Ar.	.....	8.39	8.50
6.25	6.48	.....	258	.....Muskoda.....	.....	8.29	8.41
6.47	7.12	2.35	267	.....**Glyndon**.....	.....	8.09	8.22
* 6.52	* 7.20	.....	269	.....Henny.....	.....	* 8 03	* 8.16
* 6 59	* 7.30	.....	273	.....Ulworth.....	7.30	* 7.55	* 8.10
7.07	7.37	2.57	276	.....**Moorhead**.....	7.23	7.48	8.03
7.10	7.40	3.00	277	Ar.....**Fargo**.....Lv.	7.20	7 45	† 8.00
P.M.	8.05	3.10	277	Lv.....**Fargo**.....Ar.	7.10	7.20	A.M.
.....	8.20	.....	281	.....Haggart	.....	7.05	.....
.....	* 8.29	.....	285	.....Canfield.....	.....	* 6.55	.....
.....	8.37	.....	289	.....**Mapleton**.....	.....	6.45	.....
.....	* 8.43	.....	292	.....Greene.....	.....	* 6.39	.....
.....	* 8.50	.....	295	.....Dalrymple.....	.....	* 6.33	.....
.....	8.55	4.04	297	.....**Casselton**.....	6.20	6.27	.....
.....	* 9.05	.....	300	.....Sidney.....	.....	* 6.20	.....
.....	9.12	.....	303	.....**Wheatland**.....	.....	6.10	.....
.....	9.37	.....	313	.....Buffalo.....	.....	5.43	.....
.....	9.55	..	319	.....Tower City.....	.....	5.27	.....
.....	10.10	5.20	324	.....Oriska.....	5.20	5.10	.....
.....	10.37	5.40	335	.....**Valley City**.....	4.55	4.37	.....
.....	11.07	6.12	346	.....**Sanborn**.....	4.35	4.05	.....
.....	11.16	.	350	.....Eckelson.....	.....	3.57	.....
.....	11.40	.....	359	.....Spiritwood.....	.....	3.30	.....
.....	12.10	7.10	370	.....**Jamestown**.....	3.45	3.00	.....
.....	P.M.	* 7.30	377	.....Eldridge.....	* 3.25	P.M.	.....
.....		* 7.55	386	.....Windsor.....	* 3.05	.....	.....
.....		* 8 03	390	.....Cleveland.....	* 2.57	.....	.....
.....		* 8.23	399	.....Medina.....	* 2.40	.....	.....
.....		* 8.43	407	.....Crystal Springs.....	* 2.22	.....	.....
.....		* 9.02	415	.....Tappen.....	* 2.04	.....	.....
.....		* 9.14	420	Ar.....Dawson .....Lv.	* 1.52	.....	.....
		A.M.			A.M.		

Second Class passengers are carried in Free Colonist Sleepers on Pacific Express train, leaving daily at 4.00 P. M., from St. Paul to the Pacific coast.

Dining Cars on Pacific and Atlantic Express trains.

Free Colonist Sleepers, east bound, on Train 2 to St. Paul.

Dining Cars and Pullman Sleepers on Pacific and Atlantic Express trains.

Through Pullman Sleepers on No. 1 to Portland via Wallula Junction; also to Pasco Junction, Wash., thence to Tacoma and Portland via Cascade Division.

St. Paul, Minneapolis, Portland & Tacoma Line

WESTWARD. 1				STATIONS. August 25, 1889. All P. M. time is given in **heavy** figures; all A. M. time in light figures.		EASTWARD. 2		
		Pac. Exp. Daily.	Dist. from St. Paul.			Atl. Exp. Daily.		
		A.M.				A.M.		
		* 9.32	428	Lv.	Steele	Ar.	* 1.35	
		* 9 48	435		Geneva		* 1.21	
		* 9.57	439		Driscoll		* 1.12	
		*10.15	447		Sterling		*12.56	
		*10.29	453		McKenzie		*12.43	
		*10.40	458		Menoken		*12.32	
			467		Apple Creek			
		11.10	471		**Bismarck**		12.05	
		11.30	476	Ar.	**Mandan**	Lv.	**11.45**	

"Mountain" time west—1 hour slower than "Central" time.

Through Pullman Sleepers on No. 1 to Portland, via Wallula Jct.; also to Pasco Jct., Wash., thence to Tacoma and Portland, via Cascade Division. Dining Cars on Nos. 1 and 2. Free Colonist Sleepers are run between St. Paul and Portland and Tacoma on Pacific Express, leaving St. Paul daily at 4.00 p. m.

		10.50	476	Lv.	**Mandan**	Ar.	**10.35**	
		*10.58	479		Sunnyside		*10.28	
		*11.10	485		Marmot		*10.16	
		*11.27	492		Sweet Briar		*10.01	
		*11.46	500		Sedalia		* 9.43	
		11.57	504		New Salem		9.36	
		*12.05	508		Blue Grass		* 9.25	
		12.15	511		Sims		9.17	
		*12.40	522		Curlew		* 8.55	
		*12.55	529		Kurtz		* 8.42	
		1.08	534		Glenullen		8.30	
		* 1.20	539		Eagle's Nest		* 8.19	
		1.37	546		Hebron		8.03	
		* 1.42	548		Knife River		* 8.00	
		* 2.00	555		Antelope		* 7.44	
		2.13	561		Richardton		7.32	
		2.25	567		Taylor		7.20	
		2.43	574		Gladstone		*7.04	
		3.55	586		**Dickinson**		6.40	
		3.54	597		South Heart		6.02	
		4.15	606		Belfield		5.44	
		* 4.30	612		Fryburg		* 5.33	
		4.41	617		Sully Springs		5.21	
		5.00	625		Medora		5.00	
		5.03	626		Little Missouri		* 4.55	
		* 5.47	642		Sentinel Butte		* 4.15	
		* 6.06	650		Beach		* 3.54	
		* 6.27	659		McClellan		* 3.31	
		6.32	661		Mingusville		3.25	
		* 6.56	671		Hodges		* 2.56	
		* 7.17	681		Allard		* 2.30	
		7.50	692		**Glendive**		2.05	
		* 8.05	693		Iron Bluff		* 1.36	
		* 8.24	706		Milton		* 1.20	
		* 8.56	721		Fallon		*12.49	
		9.15	731		Terry		12.29	
		* 9.37	741		Blatchford		*12.05	
		* 9.56	751		Ainslie		*11.47	
		*10.19	761		Dixon		*11.24	
		10.40	770		**Miles City**		11.06	
		10.48	773		Ft. Keogh		11 00	
		*11.09	782		Horton		*10.38	
		*11.31	791		Hathaway		*10.16	
		11.58	802		Rosebud		9.49	
		12.36	815		Forsythe		9.16	
		*12.58	826		Howard		* 8 50	
		* 1.20	836		Sanders		* 8.31	
		* 1.46	847		Myers		* 8.09	
		* 2.14	858		Big Horn		* 7.44	
		2.30	864		**Custer**		7.29	
		* 2.50	872		Riverside		* 7.13	
		* 3.13	880		Bull Mountain		* 6.52	
		* 3.32	888		Pompey's Pillar		* 6.35	
		* 3.51	896		Clermont		* 6.20	
		* 4.08	904		Huntley		* 6.04	
		4.50	917		**Billings**		5.35	
		* 5.27	934		Laurel		* 4.48	
		5.42	940		Park City		4.35	
		* 6.04	953		Rapids		* 4.15	
		6.23	957		Stillwater		3.58	
		* 6.40	966		Merrill		* 3.40	
		* 7.00	968		Reedpoint		* 3.20	
		7.20	984		Greycliff		* 3.00	
		7.55	998		**Big Timber**		2.32	
		8.30	1012		Springdale		2.00	
		* 8.47	1019		Elton		* 1.45	
		* 9.01	1024		Mission		* 1.30	
		9.25	1032		**Livingston**		1.15	
					Yellowstone Park			
		* 9.38	1037		Coal Spur		*12.50	
		* 9.53	1041		Hoppers		*12.35	
		10.05	1044		Muir		12.25	
		*10.15	1046		West End		*12.15	
		10.17	1047		Timber Line		12.13	
		*10.24	1049	Ar.	Mountain Side	Lv.	*12.08	

Free Colonist Sleepers, east bound, on No. 2 to St. Paul. Dining Cars and Pullman Sleepers on Atlantic Express.
† Daily, except Sunday. § Daily. ¶ Tuesdays, Thursdays and Saturdays. ‡ Mondays, Wednesdays and Fridays.
* Stop on signal or to leave Passengers.

St. Paul, Minneapolis, Portland & Tacoma Line

WESTWARD.				Miles.	STATIONS. August 25, 1889. All P. M. time is given in **heavy** figures; all A. M. time in light figures.		EASTWARD.		
	Butte Ex.	Daily 1 Pac. Ex.					Daily 2 Atl. Ex.	Daily H'lna Ex.	
.....	.....	*10.26	Mountain Time.	1049	..... Chestnut	Mountain Time.	*12.01	.....	.....
.....	.....	*10.35		1053	..... Gordon		*11.53	.....	.....
.....	.....	10.50		1057	..... **Bozeman**		11.40	.....	.....
.....	.....	*11.00		1062	..... Storey		*11.27	.....	.....
.....	.....	11.13		1067	..... Belgrade		11.12	.....	.....
.....	.....	*11.26		1072	..... Central Park		*10.59	.....	.....
.....	.....	11.35		1076	..... Moreland		10.49	.....	.....
.....	.....	11.58		1086	..... Gallatin		10.25	.....	.....
.....	.....	*12.40		1103	..... Painted Rock		* 9.42	.....	.....
.....	.....	12.57		1113	..... Toston		9.25	.....	.....
.....	.....	1.23		1122	..... **Townsend**		8.58	.....	.....
.....	.....	* 1.30		1125	..... Bedford		* 8.48	.....	.....
.....	.....	2.05		1137	..... Placer		8.20	.....	.....
.....	.....	2.38		1150	..... Prickly Pear Junction		7.45	.....	.....
.....	A.M.	2 50		1158	Ar ..... **Helena** Lv		7.35	NOON	.....
.....	§ 7.45	3.15		1155	Lv ..... **Helena** ..... Ar		7.20	12 20	.....
.....	8.05	* 3.37		1163	..... Birdseye		* 7.00	11.58	.....
.....	8.08	3.41		1164	..... Clough Junction		6.56	11.53	.....
.....	8.23	4.00		1168	..... Butler		6.48	11.45	.....
.....	8.55	4.40		1176	..... Mullan (Tunnel)		6.20	11.20	.....
.....	9.15	5.05		1184	..... Elliston		5.54	10.55	.....
.....	9.34	5.30		1193	..... Avon		5.30	10.35	.....
.....	10.00	6.05		1206	Ar ..... **Garrison** Lv		4.45	10.05	.....
.....	10.36	6.47		1218	..... **Deer Lodge**		4.16	9.32	.....
.....	11.35	8.25		1248	..... **Anaconda**		3.10	3.00	.....
.....	12.01	8.20		1258	Ar ..... **Butte City** Lv		3.00	§ 8.00	.....
.....	10.20	* 6.25		1207	..... Lloyd		* 4 30	9.55	.....
.....	10.36	* 6.47		1215	..... Gold Creek		* 4.10	9.38	.....
.....	11.01	7.25		1227	..... **Drummond**		3.40	9.10	.....
.....	11.29	* 8.00		1239	..... Bearmouth		* 3 08	8.40	.....
.....	11.44	* 8.23		1247	..... Carlan		* 2.47	8 20	.....
.....	12.02	8.47		1255	..... Bonita		2.30	8.03	.....
.....	12.20	* 9.10		1263	..... Blossburg		* 2.13	7.42	.....
.....	12.43	* 9.39		1273	..... Bonner		* 1.44	7.19	.....
.....	1.00	10.30		1280	..... **Missoula**		1.25	7.00	.....
.....	P.M.	*10.50		1286	..... De Smet		*12.53	A.M.	.....
.....	.....	11.35		1296	..... Evaro		12.23	.....	.....
.....	.....	12.15		1307	..... Arlee		11.43	.....	.....
.....	.....	*12.45		1317	..... Ravalli		*11.18	.....	.....
.....	.....	* 1.10		1324	..... Jocko		*11.00	.....	.....
.....	.....	1.30		1331	..... Duncan		10.44	.....	.....
.....	.....	* 1.55		1339	..... Perma		*10.22	.....	.....
.....	.....	* 2.32		1351	..... Paradise		* 9.55	.....	.....
.....	.....	2.52		1357	..... Horse Plains		9.40	.....	.....
.....	.....	* 3.15		1365	..... Weeksville		* 9.20	.....	.....
.....	.....	* 3.37		1372	..... Eddy		* 9.05	.....	.....
.....	.....	* 3.58		1378	..... Woodlin		* 8.48	.....	.....
.....	.....	4.10		1382	..... **Thompson Falls**		8.40	.....	.....
.....	.....	* 4.30		1388	..... Belknap		* 8.25	.....	.....
.....	.....	* 4.50		1395	..... White Pine		* 8.05	.....	.....
.....	.....	5.22		1405	..... Trout Creek		* 7.40	.....	.....
.....	.....	* 6.05		1419	..... Noxon		* 7.55	.....	.....
.....	.....	6.40		1429	..... Heron		6 40	.....	.....
.....	.....	* 7.00		1435	..... Cabinet		* 6.25	.....	.....
.....	.....	* 7.23		1443	..... Clark's Fork		* 6.05	.....	.....
.....	.....	7.50		1453	Ar ..... **Hope** Lv		5.40	.....	.....

"Pacific" time west—1 hour slower than "Mountain" time.

.....	.....	7.00	Pacific Time. Dining Cars and Pullman Sleepers on Pacific and Atlantic Express trains.	1453	Lv ..... **Hope** ..... Ar	Pacific Time.	4.25	.....	.....
.....	.....	* 7.15		1458	..... Pack River		* 4.13	.....	.....
.....	.....	* 7.31		1464	..... Kootenai		* 3.58	.....	.....
.....	.....	7.42		1468	..... Sand Point		3.47	.....	.....
.....	.....	* 8.20		1481	..... Cocolalla		* 3.13	.....	.....
.....	.....	* 8.47		1491	..... Granite		* 2.48	.....	.....
.....	.....	* 9.01		1496	..... Athol		* 2.35	.....	.....
.....	.....	* 9.20		1504	..... Ramsey		* 2.15	.....	.....
.....	.....	9.38		1510	..... **Rathdrum**		2.00	.....	.....
.....	.....	9.56		1518	..... Hauser Junction		1.42	.....	.....
.....	.....	*10.25		1528	..... Trent		* 1.13	.....	.....
.....	.....	11.00		1537	..... **Spokane Falls**		12.50	.....	.....
.....	.....	11.30		1546	..... Marshall Junction		12 17	.....	.....
.....	.....	11.50		1553	..... **Cheney**		11.58	.....	.....
.....	.....	*12.20		1564	..... Tyler		*11.30	.....	.....
.....	.....	1.15		1578	..... **Sprague**		10.55	.....	.....
.....	.....	* 1 40		1588	..... Harriston		*10.15	.....	.....
.....	.....	2.10		1602	..... **Ritzville**		9.42	.....	.....
.....	.....	2.55		1619	..... Lind		* 9.00	.....	.....
.....	.....	* 3.35		1635	..... Scott		* 8.25	.....	.....
.....	.....	* 3.44		1638	..... Hatton		* 8.17	.....	.....
.....	.....	.05		1647	..... **Connell**		7.57	.....	.....
.....	.....	* 4.30		1656	..... Lake		* 7.35	.....	.....
.....	.....	* 4.55		1665	..... Eltopia		* 7.15	.....	.....
.....	.....	6.10		1682	..... **Pasco Junction**		6.35	.....	.....
.....	.....	* 6.18		1685	..... Ainsworth		* 6.02	.....	.....
.....	.....	* 6.25		1686	..... South Ainsworth		* 5.55	.....	.....
.....	.....	6.47		1698	..... Hunt's Junction		5.33	.....	.....
.....	.....	6.50		1699	Ar ..... **Wallula Junction** Lv		5.30	.....	.....

St. Paul, Minneapolis, Portland & Tacoma Line

WESTWARD. Tacoma Ex.		1 Pac. Ex. Daily	Dis. from St. Paul.	STATIONS. August 18, 1889. All P.M. time is given in heavy figures; all A.M. time in light figures.	EASTWARD. 2 Atl. Ex. Daily		Portland Ex.
		P.M.			P.M.		
.....	.....	....	....	....Walla Walla, Dayton, etc....	.....	.....	.....
.....	.....	7.20	1699	Lv...Wallula Junction.....Ar.	5.05	.....	.....
.....	.....	8.25	1726	....Umatilla Junction.....	4.05	.....	....
.....	.....	....	....	Pendleton, Baker City, Etc...	.....	.....	.....
PACIFIC TIME.	.....	9.21	1751	Via Oregon Ry. & Nav. Co. Col. Div. .....Castle Rock.....	3.07	.....	PACIFIC TIME.
	.....	10.35	1751	.....Blalock's.....	2.01	.....	
	.....	12.40	1824	.....The Dalles.....	12.10	.....	
	.....	2.03	1847	.....Hood River.....	10.40	.....	
	.....	3.17	1867	.....Cascade Locks.....	9.40	.....	
	.....	3.31	1871	.....Bonneville.....	9.30	.....	
	.....	4.00	1879	.....Oneonta.....	9.08	.....	
	.....	.....	1880	....Multnomah Falls.....	.....	.....	
	.....	4.15	1884	.....Bridal Veil.....	8.56	.....	
	.....	4.31	1887	.....Rooster Rock.....	8.45	.....	
	.....	5.50	1910	Western Div. .....East Portland.....	7.55	.....	
P.M.	.....	6.00	1913	Ar.....Portland.....Lv.	7.45	.....	P.M.
$10.00	.....	11.45	1913	Lv.....Portland.....Ar.	6.30	.....	3.15
11.30	.....	1.35	1950	Via N. Pac. R. R. Div. .....Hunters.....	4.35	.....	1.35
12.20	.....	2.15	1953	.....Kalama.....	3.40	.....	12.50
2.25	.....	3.58	1989	.....Winlock.....	1.25	.....	10.57
3.25	.....	4.53	2008	.....Chehalis.....	12.40	.....	10.15
3.37	.....	5.02	2007	.....Centralia.....	12.30	.....	10.05
4.10	.....	5.30	2019	Ar.....Tenino.....Lv.	11.50	.....	9.30
				(Via O. & C. V. R.R.)			
11.00	.....	6.30	....	Ar.....Olympia.....Lv.	3.30	.....	8.00
.....	.....	6.03	2083	.....Yelm Prairie.....	.....	.....	* 8.53
.....	.....	6.47	2049	.....Lakeview.....	.....	.....	* 8.08
6.10	.....	7.30	2058	Ar.....Tacoma.....Lv.	§ 9.40	.....	§ 7.30
A.M.		P.M.			P.M.		A.M.

ST. PAUL, MINNEAPOLIS AND TACOMA LINE.

(Via Pasco Jct. and Cascade Division.)

Pullman Sleepers to Pasco Junction, Wash., thence to Tacoma on Pacific Express trains.	Pacific Express. Daily.	Dis. frm St. Pa'l	STATIONS. August 25, 1889.	Atlantic Express. Daily.	Free Colonist Sleepers via Pasco Junction to Tacoma and Portland.
	§ 4.15 pm	0	Lv.....St. Paul.....Ar	§ 5.30 pm	
	4.55 pm	11	Lv.....Minneapolis.....Ar	4.55 pm	
	3.10 am	277	.....Fargo.....	7.20 am	
	11.10 "	471	.....Bismarck.....	12.05 "	
	4.50 "	917	.....Billings.....	5.35 "	
	9.25 am	1032	.....Livingston.....	1.15 am	
	3.15 pm	1155	.....Helena.....	7.35 pm	
	6.05 pm	1206	Ar.....Garrison.....Lv.	4.45 pm	
	8.20 pm	1258	Ar.....Butte.....Lv.	3.00pm	
	11.00 am	1537	.....Spokane Falls.....	12.50am	
	1.15 pm	1518	.....Sprague.....	10.55pm	
	5.40 "	1682	Ar.....Pasco Junction.....Lv	6.35 "	
	6.15 "	1682	Lv.....Pasco Junction.....Ar	6.00 "	
	6.30 "	1685	.....Kennewick.....	5.45 "	
	8.02 "	1723	.....Prosser.....	4.22 "	
	9.50 "	1772	.....North Yakima.....	2.35 "	
	11.35 pm	1809	.....Ellensburg.....	1.05 pm	
	12.40 am	1834	.....Clealum Jct.....	11.58 am	
	1.15 "	1847	.....Easton.....	11.22 "	
	2.30 "	1865	.....Weston.....	10.08 "	
	4.05 "	1893	.....Palmer.....	8.45 "	
	5.05 "	1910	.....South Prairie.....	7.58 "	
	6.00 "	1927	.....Puyallup.....	7.20 "	
	6.45 am	1935	Ar.....Tacoma.....Lv	§ 6.45 am	

ASHLAND, DULUTH, HELENA AND TACOMA LINE.

GOING WEST. Dak. Ex. Daily.	Pac. Ex. Daily.	Miles.	STATIONS. August 25, 1889.	GOING EAST. Atl. Ex. Daily.	Dulu. Ex. Daily.
.....	8.10 am	0	Lv.....Ashland.....Ar.	6.40 pm	.....
.....	10.20 "	63	Ar.....Superior..... "	4.30 "	.....
.....	10.35 "	68	" .....West Superior..... "	4.15 "	.....
.....	10.55 am	72	Ar.....Duluth.....Lv.	4.00 pm	.....
8.00 pm	4.20 pm	72	Lv.....Duluth.....Ar.	4.40 pm	7.15 am
8.16 "	4.40 "	68	" .....West Superior..... "	4.20 "	7.00 "
9.15 "	5.35 "	87	" .....N. P. Junction..... "	3.10 "	5.50 "
* 9.43 "	* 5.56 "	97	" .....Sawyer..... "	* 2.50 "	* 5.24 "
10.15 pm	6.40 "	109	" .....Cromwell..... "	2.25 "	4.53 "
12.05 am	8.05 "	151	" .....Aitkin.....Ar.	1.03 "	3.07 "
1.00 "	9.00 pm	186	Ar.....Brainerd.....Lv.	12.10 pm	2.00 am
7.40 am	3.00 am	324	" .....Fargo..... "	7.20 am	7.45 pm
12.10 pm	7.05 am	417	" .....Jamestown..... "	3.45 am	3.00 pm
.....	2.50 pm	1202	" .....Helena..... "	7.35 pm	.....
.....	6.45 am	1983	Ar.....Tacoma.....Lv.	6.45 am	.....

Portland & San Francisco Line.

THE SHASTA ALL-RAIL ROUTE.

O. & C. R. R. to Ashland; S. P. Co. to San Francisco.

All P. M. time is given in **heavy** figures; all A. M. time in light figures.

West-bound passengers via the Cascade Division and Tacoma make connection at Portland with the Ore. & Cal. R. R. for San Francisco and all points south.

SOUTH.			EAST SIDE.		NORTH.	
Passenger.	Mail.	Mls	STATIONS.		Mail.	Passenger.
† 8.00 a.m.	§ 4.00 p.m.	0	Lv.....**Portland**.....Ar		§10.45 a.m.	† 3.45 p.m
8.15 "	4 15 "	0	.....East Portland.....		10.30 "	3.30 "
9.11 "	5 04 "	15	.....Oregon City.....		9.45 "	2.40 "
9.54 "	5 37 "	27	.....Aurora.		9.05 "	2.03 "
10.23 "	5.58 "	35	.....**Woodburn**.....		8.43 "	1.40 "
10.33 "	6.07 "	38	.....Gervals..		8.34 "	1.32 "
11.10 a.m.	6.44 "	52	.....**Salem**.....		7.53 "	12.52 p.m.
12.40 p.m.	8.18 p.m.	79	.....**Albany**.....		§ 6.45 a.m.	†11.35 a.m.
† 1.36 p.m.	† 9.06 p.m.	92	.....Lebanon.....		† 5.45 a.m.	† 5.45 a.m.
† 1.27 p.m.	§ 9.02 p.m.	97	.....**Halsey**.....		5.40 a.m.	10.20 a.m.
1.51 "	9 23 "	105	.....**Harrisburg**.....		5.14 "	9.55 "
2.40 p.m.	10.14 p.m.	123	.....**Eugene**		4.15 "	† 9.00 a.m.
	1.13 a.m.	181	.....Oakland		1.13 "	.....
	2.00 "	197	.....**Roseburg**.....		12.30 a.m.	.....
Pullman	6.45 "	296	.....**Grant's Pass**.....		7.25 p.m.	.....
Buffet	8.08 "	333	....Phœnix.....		5.55 "	.....
Sleepers	8.30 a.m.	341	Ar.....**Ashland**.....Lv.		5.40 p.m.	.....
and	3.19 p.m.	434	.....Sisson.....		11.40 a.m.	.....
Excursion	7.55 p.m.	512	.....Redding		6.55 "	.....
Sleepers	1.25 a.m.	630	....Marysville		1.25 a.m.	.....
run daily.	4.00 "	682	.....**Sacramento**.....		11.00 p.m.	.....
	7.45 a.m.	772	Ar...**San Francisco**...Lv.		§ 7.00 p.m.	.....

SOUTH.			WEST SIDE.		NORTH.	
Express.	Mail.	Mls	STATIONS.		Mail.	Express.
† 4.50 p.m.	† 7.30 a.m.	0	Lv.....**Portland**.....Ar		6.20 p.m.	9.00 a.m.
6 07 "	8.45 "	21	.....Hillsboro.....		5.07 "	7.30 "
6.28 "	9.05 "	26	.....Forest Grove.....		4.52 "	7.10 "
7.19 "	9.43 "	39	.....North Yamhill.....		4.15 "	6.24 "
8.00 p.m.	10.13 "	50	.....McMinnville.....		3.44 "	† 5.45 a.m.
.....	10.24 "	54	.....Whites.....		3.35 "	.....
.....	11.25 a.m.	76	.....Independence.....		2.31 "	.....
.....	12.25 p.m.	97	Ar.....**Corvallis**.....Lv		† 1.30 p.m.	.....

§ Daily. † Daily except Sunday.

PUGET SOUND ROUTES.

TACOMA, SEATTLE AND VICTORIA ROUTE.

Daily.	Daily. Ex.Sun	Daily.	Daily. Ex.Sun	PORTS.	Daily. Ex.Sun	Daily.	Daily. Ex.Sun	Daily.
P.M	P.M	A.M	A.M		P.M	P.M	P.M	A.M
7.30	1.00	10.00	7.00	Lv.....Tacoma... ....Ar.	9.00	6.15	4.00	3.45
9.45	3.15	12.00	9.15	Ar.....Seattle.....Lv.	6.45	4.00	2.00	1.30
P.M	P.M	noon.	9.45	Lv.....Seattle .....Ar.	1.30	P.M	P.M	A.M
.....	.....	.....	1.15	Ar....Port Townsend....Lv.	10.00	.....	.....	.....
.....	.....	.....	2.00	Lv....Port Townsend.. .Ar.	9 15	.....	.....	.....
.....	.....	.....	5.30	Ar.....Victoria.....Lv.	6.00	.....	.....	.....

WISCONSIN DIVISION.

Dakota Express. Daily.	Pacific Express. Daily.	Mls	STATIONS. August 25, 1889.	Atlantic Express. Daily.	Duluth Express. Daily.
.....	8.10 a.m.	....	Lv.....**Ashland**.....Ar.	6.40 p.m.	.....
.....	8.20 "	5	.C., St. P., M. & O. Junction.	6.31 "	.....
.....	* 8.32 "	10	.....Moquah	* 6.19 "	.....
.....	9.09 "	28	.....Iron River.....	5 42 "	.....
.....	9.26 "	36	.....Brule.....	5 25 "	.....
.....	* 9.49 "	48	.....Poplar.....	5.01 "	.....
.....	10.20 "	63	.....**Superior**.....	4.30 "	.....
.....	10.35 "	68	.....West Superior...	4.15 "	.....
.....	10.55 a.m.	72	Ar.....**Duluth** ... Lv.	4.00 p.m.	.....
8.00 p.m.	4.20 p.m.	72	Lv.....**Duluth**.....Ar.	4.40 p.m.	7.15 a.m.
8.16 "	4 40 "	68	.....**West Superior**.....	4.20 "	7.00 "
9.15 p.m.	5.35 "	87	.....N. P. Junction.....	3.10 "	5.50 "
1.10 a.m.	9.00 p.m.	186	Ar.....**Brainerd**.....Lv.	12.10 p.m.	2.00 a.m.

LITTLE FALLS & DAKOTA R. R.

	Accom.	Mls	STATIONS.	Accom.	
.....	§ 8 00 p.m.	....	Lv..... **St. Paul**.....Ar.	6.40 p.m.	.....
.....	† 9.30 a.m.	0	Lv.....**Little Falls**..... Ar.	2.20 "	.....
.....	* 10.13 "	7	.....La Fond.....	* 1.25 "	.....
.....	11.07 a.m.	16	.....Swanville.....	12.46 "	.....
.....	12.05 p.m.	25	.....Grey Eagle	12.05p.m.	.....
.....	12 25 "	29	.....Birch Lake.....	11.48a.m.	.....
.....	* 12.40 "	31	.....Spaulding.....	* 11.35 "	.....
.....	1.45 "	38	.....**Sauk Centre**.....	11.00 "	.....
.....	2 35 "	48	..... Westport.....	10.08 "	.....
.....	3.00 "	53	..... Villard	9.42 "	.....
.....	3 35 "	59	.....Glenwood.....	9.07 "	.....
.....	4.20 "	68	... .Starbuck.....	8.20 "	.....
.....	5.13 "	78	.. ..Cyrus.....	7.30 "	.....
.....	6.00 p.m	88	Ar.....**Morris**.... Lv	† 6.45a.m.	.....

Northern Pacific, Fergus & Black Hills R. R.

Mixed.	Pass.	Mls	STATIONS.	Pass.	Mixed.
Pullman Sleepers Daily between St. Paul and Fergus Falls.	§ 8.00 p.m.	....	Lv .....**St. Paul**.... Ar	§ 7.05 a.m.	Pullman Sleepers Daily between Fergus Falls and St. Paul.
	§ 4.25 a.m.	0	.....**Wadena**.....	11.07 p.m.	
	4.31 "	2	.....Wadena Junction.....	10.57 "	
	4.55 "	10	.....Deer Creek.....	10.35 "	
	5.06 "	14	.....Parkton.....	10.26 "	
	5.17 "	18	.... Henning.....	10.16 "	
	5.35 "	24	.....Vining.....	10.01 "	
	5.50 "	29	.....Clitheral.....	9.48 "	
	6.03 "	33	.....Battle Lake	9.38 "	
	6.27 "	42	.....Underwood.....	9.16 "	
† 5.00 a.m.	7.15 "	53	.....**Fergus Falls**.....	8.45 "	† 8.00 p.m.
5.30 "	7.31 "	59	.....French.....	8.25 "	7.15 "
6.15 "	7 57 "	69	.....Everdell	7.55 "	6.35 "
6.50 "	8.16 "	78	.....**Breckenridge**.. ...	7.30 "	5.50 "
7.00 "	8.20 a.m.	79	Ar.....**Wahpeton**.... Lv.	§ 7.25 p.m.	5.40 "
8.50 "	.....	86	.....Farmington.....	....	5.10 "
9.05 "	.....	88	.....Fairview.....	....	4.55 "
9.25 "	.....	92	.....Mooreton..... ...	.....	4.43 "
9 50 "	.....	98	.....Barney.....	.....	4.10 "
10.20 "	.....	105	.....Wyndmere.....	.....	3.35 "
11.30 a.m.	.....	120	Ar.....**Milnor**.....Lv.	.....	† 2.20 p.m.

DULUTH & MANITOBA AND NORTHERN PACIFIC & MANITOBA RAILROADS.

	Pass.	Miles	STATIONS.	Pass.	
Pullman Sleepers and Dining Cars between St. Paul and Winnipeg.	§ 4.15 p.m.	0	Lv.....**St. Paul**.....Ar.	§ 7.05a.m.	Pullman Sleepers and Dining Cars between Winnipeg and St. Paul. All P. M. time is given in heavy figures; all A. M. time in light figures.
	§ 2.25a.m.	0	Lv. **Winnipeg Junc**.Ar.	8.35p.m.	
	* 2.58 "	13.0	.....Ulen.....	* 8.05 "	
	3.27 "	25.6	.....Twin Valley.....	7.35 "	
	* 3.48 "	33.8	.....Gary.....	* 7.15 "	
	4.17 "	45.4	.....Fertile.....	6.46 "	
	* 4.46 "	57.2	.....Tilden.....	* 6.18 "	
	5.15 "	69.3	.....**Red Lake Falls**.....	5.46 "	
	* 5.46 "	78.6	.....Ridge.....	* 5.24 "	
	6.19 "	90.7	.....Buffington.....	4.55 "	
	* 6.27 "	93.4	.....Keystone.....	* 4.47 "	
	* 6.30 "	94.5	.....Rockwood	* 4.45 "	
	* 6.41 "	99.7	.....Crowell.....	* 4.34 "	
	* 6.52 "	103.0	.....Sullivan's.....	* 4.29 "	
	7.05 "	105.0	.....E. Grand Forks.....	4.25 "	
	7.10 "	105.5	..... **Grand Forks**	4.15 "	
	* 7.46 "	116.0	... .Meckinock.....	* 3.34 "	
	8.06 "	131.0	.....**Gilby**	3.13 "	
	* 8.16 "	135.4	.....Johnstown	* 3.03 "	
	8.26 "	140.0	.....**Forest River**.....	2.52 "	
	8 59 "	154.2	.....**Grafton**	2.17 "	
	9.35 "	170.7	.....**Drayton**	1.40 "	
	10.50 "	199.2	.... **Pembina**	12.25 "	
	11.05 "	201.9	.....West Lynne.....	12.06p.m.	
	11.33 "	210.1	.....Letellier.....	11.33a.m.	
	11.55a.m.	219.3	....St. Jean.....	11.12 "	
	12.10p.m.	225.1	.....**Morris**.....	10.56 "	
	12.31 "	233.6	.....Silver Plains.....	10.35 "	
	12.53 "	242.5	.....St. Agathe.....	10.13 "	
	1.32 "	256.9	.....St. Norbert.....	9.35 "	
	1.47 "	262.6	..... Portage Junction.....	9.20 "	
	1.55p.m.	266.2	Ar..... **Winnipeg**. Lv.	§ 9.10a.m.	

FARGO & SOUTHWESTERN R. R.

Passenger	Mls.	STATIONS.	Passenger	
§ 8.00 p.m.		Lv.....**St. Paul** .....Ar.	§ 7.05 a.m.	
† 8.15 a.m.	0	Lv.....**Fargo**..... Ar.	7.10 p.m.	
* 8.28 "	4.2	.....Cotters.....	* 6.55 "	
* 8.47 "	10.7	.....Horace.....	* 6.37 "	
9.12 "	19.1	.....**Davenport**.....	6.17 "	
9.40 "	28.7	.....Leonard	5.50 "	
10.15 "	41.5	.....**Sheldon**	5.15 "	
*10.40 "	50.4	.....Buttzville.....	* 4.50 "	
10.55 "	56.0	.....**Lisbon**.....	4.30 "	
11.30 "	68.5	.....Marshall	* 3.55 "	
*11.52 a.m.	76.5	.....Verona	* 3.32 "	
12.45 p.m.	88.0	.....**La Moure**.....	3.00 "	
* 1.10 "	98.0	.....Berlin	* 2.35 "	
* 1.23 "	104.1	.....Medberry.....	* 2.22 "	
1.35 p.m.	109.4	Ar .....**Edgeley** .....Lv.	† 2.10 p.m.	

JAMESTOWN & NORTHERN R. R.

Mixed.	Mixed.	Mls	STATIONS.	Mixed.	Mixed.
	§ 4.15 p.m.		Lv.....**St. Paul** .....Ar.	§ 7.05 a.m.	
	† 7.30 a m.	0	Lv.....**Jamestown**....Ar.	2.50 p.m.	
	7.55 "	6.5	.....Parkhurst	2 25 "	
	8.18 "	13.5	.....Buchanan.....	2.00 "	
	8.45 "	21.1	.....Pingree	1.30 "	
	9.30 "	34.5	.....Melville	12.45 "	
†10.10 a.m.	10.05 a.m.	43.5	Ar.....**Carrington** ....Lv.	†12.10 p.m.	12.05 p.m.
11.00 a.m.	.....	56.5	Ar.....Sykeston.....Lv.	.....	†11.10 a.m.
	† 4.45 p.m.	59.5	.....**New Rockford**.....	11.30 a m.	
	2.35 "	70.8	..... Sheyenne	9.50 "	
	3.15 "	80.7	.....**Oberon**.....	9.05 "	
	3.30 "	83 2	.....Lallie.....	8.45 "	
	4.00 p.m.	90.0	Ar...**Minnewaukan**...Lv.	† 8.15 a.m.	

James River Valley R. R.

All P. M. time is given in heavy figures; all A. M. time in light figures.

Mixed.	Passenger	Mls	STATIONS.	Passenger.	Mixed.
‡11.15 a.m.	† 4.30 a.m.	.0	Lv.....**Jamestown**.....Ar.	10.30 p.m.	3 00 p.m.
12.42 p.m.	5.22 "	18.9	.....Montpelier.....	9.31 "	1.30 "
1.13 "	* 5.42 "	26.2	.....Adrian.....	* 9.12 "	12.50 "
1.40 "	* 5.55 "	32.5	.....Dickey.....	* 8 56 "	12.15 p.m.
2.20 "	6.15 "	41.1	.....**Grand Rapids**.....	8.34 "	11.20 a.m.
2.50 "	6.30 "	48.7	Ar.....**La Moure**.....Lv.	8.15 "	10.40 "
3.35 "	6.45 "	54.0	.....Valley Junction.....	8.00 "	10.00 "
4.15 "	* 7.00 "	61.7	.....Glover.....	* 7.37 "	9.25 "
5.00 p.m.	7.20 a.m.	69.1	Ar.....**Oakes**.....Lv.	† 7.20 p. m.	¶ 8.50 a.m.

SANBORN, COOPERSTOWN & TURTLE MOUNTAIN R. R.

	Accom.	Mls	STATIONS.	Accom.	
.....	† 4.15 p.m.	0	Lv.....**Sanborn**.....Ar.	10.50 a.m.	.....
.....	* 4.55 "	9.0	.....Odell.....	*10.05 "	.....
.....	* 5.35 "	18.0	....Dazey.....	* 9.20 "	.....
.....	7.00 p.m.	36.0	Ar....**Cooperstown**....Lv.	† 8 00 a.m.	.....

YELLOWSTONE PARK LINE. (ROCKY MOUNTAIN R. R. OF MONTANA.)

	Pass.	Mls	STATIONS.	Pass.	
.....	§ 9.30 a.m.	0	Lv.....**Livingston**.....Ar	6.20 p.m.	.....
.....	* 9.58 "	10	.....Brisbin.....	* 5.53 "	.....
.....	*10.24 "	20	.....Chicory.....	* 5.24 "	.....
.....	*10.32 "	23	.....Emigrant.....	* 5.15 "	.....
.....	*10.52 "	31	.....Daileys.....	* 4.55 "	.....
.....	*11.23 "	41	.....Sphinx.....	* 4.25 "	.....
.....	11.50 a.m.	51	Ar.....Cinnabar.....Lv.	§ 4.00 p.m.	.....

HELENA & JEFFERSON COUNTY, AND HELENA, BOULDER VALLEY & BUTTE RAILROADS.

Mixed.	Pass.	Mls.	STATIONS.	Pass.	Mixed
.....	§ 4.00 p.m.	.0	Lv.... **Helena** .....Ar.	10.05 a.m.	.....
.....	4.12 "	4.9	Lv...Prickly Pear Jct...Ar.	9.53 "	.....
.....	4.16 "	6.2	.....Childs	9.49 "	.....
.....	4.27 "	9.9	.....Montana City	9.37 "	.....
.....	4.40 "	13.9	.....Halfords.....	9.25 "	.....
.....	4 43 "	14.6	.....Clancy.....	9.22 "	.....
.....	4.48 "	15.9	.....Alhambra.....	9.18 "	.....
.....	4.53 "	17.9	.....Hartwell.....	9.12 "	.....
.....	5.01 p.m.	20.4	.....Jefferson	§ 9.05 a.m.	.....
.....	§ 5.06 p.m.	22.2	.....Corbin	8.57 a.m.	.....
.....	5.20 p.m.	24.9	Ar.....**Wickes**.....Lv.	§ 8.42 a.m.	.....
.....	5.45 p.m.	29.0	..... Summit	8.10 a.m.	.....
.....	6.08 "	33.4	..... Amazon	7.47 "	.....
¶ 6.30 p.m.	6.30 p.m.	37.4	..... **Boulder**	§ 7.50 a.m.	8.25 p.m.
7.00 "	.....	45.0	..... Cataract	.....	7.54 "
7.18 "	.....	48.6	.....Red Rock	.....	7.38 "
7.25 p.m.	.....	50.4	Ar.....Calvin.....Lv.	.....	¶ 7.30 p .m

MONTANA UNION RAILWAY.

Express.	Butte Express.	Miles from Gyrsn	STATIONS.	Helena Express.	Express.
§ 3.15 p.m.	§ 7.45 a.m.		Lv.....**Helena**.....Ar.	§12.20 p.m.	7.20 p.m.
6.20 "	10.15 "	.0	Lv.....**Garrison**.....Ar.	10.00 a.m.	4.40 "
6.47 "	10.36 "	11.4	.....**Deer Lodge**.....	9 32 "	4.16 "
7.00 "	10.46 "	17.0	.....Dempsey....	9.20 "	4.07 "
7.06 "	10.51 "	19.7	.....Race Track	9.14 "	4.02 "
7.20 "	11.02 "	26.2	.....Warm Springs.....	9.00 "	3.52 "
7.35 p.m.	11.15 a.m.	33.4	Ar.....Stuart.....Lv.	§ 8.45 a.m.	§ 3.40 p.m.
8.25 p.m.	11.35 a.m.	41.7	Ar.....**Anaconda**.....Lv	§ 8.00 a.m.	§ 3.10 p.m.
8.05 p.m.	11.43 a.m.	44.5	Ar.....**Silver Bow**...Lv.	§ 8.19 a.m.	§ 3 17 p.m.
8.20 p.m.	12.01 p.m.	51.3	Ar.....**Butte City**.....Lv.	§ 8.00 a.m.	§ 3.00 p.m.

HELENA & RED MOUNTAIN RAILROAD.

	Accom.	Mls.	STATIONS.	Accom.	
.....	‡ 8.15 a.m.	.0	Lv.....**Helena**.....Ar.	5.00 p.m.	.....
.....	8.30 "	3.2	.....Kesslers	4.45 "	.....
.....	8.37 "	4.7	.....Thermal Springs.....	4.35 "	.....
.....	8.50 "	7.2	....Wades.....	4.25 "	.....
.....	9.05 "	11.0	.....Gold Bar.....	4.05 "	.....
.....	9.25 "	14.1	.....Moose Creek.....	3.45 "	.....
.....	9.45 a.m.	16.9	Ar.....Rimini.....Lv.	‡ 3.30 p.m.	.....

HELENA & NORTHERN RAILROAD.

Mixed.	Pass.		STATIONS.	Pass.	Mixed.
§10.00 a.m.	§ 3.30 p.m.	0	Lv.....**Helena**.....Ar.	8.40 a.m.	2 30 p.m.
10.30 "	3.57 "	9.4	.....Clough Junction.. ...	8.08 "	2.00 "
10.55 "	4.20 "	14.4	.....Cruse.....	7.45 "	1.35 "
11.20 a.m.	4.40 p.m.	20.4	Ar....**Marysville**....Lv.	§ 7.25 a.m.	§ 1.10 p.m.

Missoula & Bitter Root Valley R. R.

Pass. Sun. only.	Mixed.	Mls.	STATIONS.	Mixed.	Pass. Sun. only.
10.00 a m.	† 7.00a.m.	0	Lv..... **Missoula** .....Ar.	6.20 p.m.	5.30 p.m.
10.13 "	7.15 "	4	..... Bitter Root	6.05 "	5.17 "
10.33 "	7.40 "	11	.....Lou Lou.....	5.40 "	4 57 "
11.00 "	8.35 "	20	.....Florence.....	4.45 "	4.30 "
11.12 "	9.05 "	24	..... McKeen	4 10 "	4.18 "
11.23 "	9.30 "	28	..... Stevensville.....	3.40 "	4.08 "
11.40 "	9.55 "	33	..... Tudor.....	3.15 "	3.51 "
11.46 a.m.	10.05 "	35	..... Victor	3.05 "	3.45 "
12.30 p.m.	11.05a.m.	50	Ar ....Grantsdale.....Lv.	† 2.00 p.m.	3 00 p.m.

DRUMMOND & PHILIPSBURG R. R.

Accom.	Mls.	STATIONS.	Accom.	
§11.10 a.m.	.....	Lv.....**Drummond**....Ar.	9.00 a.m.	.....
11.25 a.m.	2.9	..... New Chicago	8.45 "	.....
12.20 p.m.	15.2	.....Flint.....	7.40 "	.....
1.10 "	25.4	.....**Philipsburg**.....	7.00 "	.....
1.50 p.m.	31.4	Ar.....Rumsey.....Lv.	§ 6.30 a.m.	.....

SPOKANE FALLS & IDAHO RAILROAD.

Pass.	Mls.	STATIONS.	Pass.	
§ 6.15 a.m.	.....	Lv..**Spokane Falls**..Ar.	9.00 p.m.	.....
7.00 "	0	.....Hauser Junction.....	8.15 "	.....
* 7.11 "	4.0	.....Post Falls.....	8.04 "	.....
7.45 a.m.	13.3	Ar **Cœur d'Alene C'y** Lv	§ 7.30 p.m.	.....

CŒUR D'ALENE RAILWAY & NAVIGATION CO.

Via Steamer from Cœur d'Alene City to Mission.

Mixed.	Pass.	Mls.	STATIONS.	Pass.	Mixed.
.....	† 8.00 a.m.	.....	Lv **Cœur d'Alene C'y.** Ar	7.15 p.m.	.....
.....	1.00 p.m.	.....	Ar.....Mission.....Lv.	2.00 "	.....
.....	1.30 "	.....	Lv.....Mission.....Ar.	12.30 "	.....
.....	2.00 "	5	.....Kingston.....	12.05 p.m.	.....
.....	2.40 "	13	.....Wardner Junction	11.30 a.m.	.....
.....	3.05 "	19	..... Osborn.....	10.55 "	.....
† 7.50 a.m.	3.40 p.m.	25	.....Wallace.....	10.30 a.m.	5.40 p.m.
8.50 a.m.	4.30 p.m.	33	..... **Burke**.....	† 9.25 a.m.	† 4.50 p.m.
.....	4.15 p.m.	..	Ar.....Ryan. .....Lv.	9.30 a.m.	.....

SPOKANE & PALOUSE RAILWAY.

Pass.	Mls.	STATIONS.	Pass.	
§ 2.45 p.m.	0	Lv..**Spokane Falls**..Ar.	10.30 a.m.	.....
3.10 "	9	.....Marshall Junction.....	10.05 "	.....
3.40 "	20	.....Spangle	9.37 "	.....
4.25 "	35	.....Rosalia.....	8.55 "	.....
4.56 "	46	.....Oakesdale.....	8.25 "	.....
5.12 "	52	.....**Belmont**..	8.10 "	.....
5.30 "	58	.....**Garfield**.....	7.50 "	.....
5.57 "	68	..... **Palouse City**.....	7.23 "	.....
* 6.16 "	74	.....Fallon.....	* 7.04 "	.....
6.50 "	79	.....Whelan.....	6.50 "	.....
7.05 "	84	.....**Pullman**.....	6.15 "	.....
* 7.25 "	91	.....Staley.....	* 6.00 "	.....
7.53 "	101	.....Colton	5.32 "	.....
8.02 "	103	.....**Uniontown**	5.25 "	.....
* 8.10 "	106	.....Leon	5.18 "	.....
8.30 p.m.	113	Ar.....**Genesee** .....Lv.	§ 5.00 a.m.	.....

Via Idaho Transit Stage Co., **Lewiston.** Fare $1.50.

CENTRAL WASHINGTON R. R.

Pass.	Mls.	STATIONS.	Pass.	
§ 7 15 a.m.	.0	Lv..**Spokane Falls**..Ar.	6.00 p.m.	.....
8.45 "	16.0	.....**Cheney**.....	5.00 "	.....
9.22 "	26.4	.....Medical Lake.....	4.08 "	.....
9.40 "	31.5	..... Deep Creek	3.50 "	.....
10.20 "	42.4	.....Reardan	3.10 "	.....
11.15 a.m.	57.3	Ar....**Davenport**....Lv.	§ 2.15 p.m.	.....

NOR. PAC. & PUGET SOUND SHORE R. R.

Seattle Express.	Seattle Express.	Miles	STATIONS.	Tacoma Express.	Tacoma Express.
§ 7.45 p.m.	§ 7.30 a.m.	0	Lv.....**Tacoma**.....Ar.	7.05 a. m.	9.05 p.m.
8.25 "	8.05 "	9	.....**Puyallup**.....	6.20 "	8.25 "
8.30 "	8.10 "	10	....Meeker.....	6.10 "	8.20 "
* 8.35 "	8.15 "	12	.....Sumner	6.05 "	8.05 "
8.55 "	8.35 "	17	.....Stuck Junction.....	5.50 "	7.50 "
9.22 "	9.03 "	25	..... Kent.....	5.23 "	7.22 "
9.45 "	9.25 "	31	...Black River Junction...	5.05 "	7.00 "
10.10 p.m.	9.50 a.m.	41	Ar..... **Seattle**.....Lv.	§ 4.40 a.m.	§ 6.35 p.m.

NORTHERN PACIFIC & CASCADE R. R.

Mixed.	Accom.	Miles	STATIONS.	Accom.	Mixed.
.....	§ 3.50 p.m.	.0	Lv.....**Tacoma**.....Ar.	9.40 a.m.	.....
† 9.30 a.m.	5.03 p.m.	20.7	Lv.....Crocker .....Ar.	8.20 a.m.	12.10 p.m.
10.10 a.m.	.....	26.0	Ar..... Douty .....Lv.	.....	†11.30 a.m.
.....	5.20 p.m.	26.5	Ar.....**Cascade** .....Lv.	8.00 a.m.	.....
.....	6.00 "	31.6	.....Wilkeson.....	7.20 "	.....
.....	6.20 p.m.	34.3	Ar.....**Carbonado**....Lv.	§ 7.00 a.m.	.....

Walla Walla, Dayton & Riparia Line.

EASTWARD.						WESTWARD.		
Pass.	Pass.	Pass.	Miles	(Oregon Ry. & Nav. Co.)	Pass.	Pass.	Pass.	Pass.
A.M.	A.M.	P.M.			P.M.	A.M.	A.M.	A.M.
.....	.....	§ 7.00	.0	Lv. **Wallula Junc.** Ar.	5.15	.....	.....	.....
.....	.....	8.20	31.2	Ar. **Walla Walla** .. Lv.	§ 4.00	.....	.....	.....
.....	.....	§ 5.55	41.9	..... Milton	.....	10.25	.....	.....
.....	.....	6.20	51.1	..... Blue Mountain	.....	10.03	.....	.....
.....	.....	6.45	61.2	..... Centerville	.....	9.38	.....	.....
.....	.....	7.35	78.3	Ar. .. **Pendleton** .... Lv.	.....	§ 8.45	.....	.....
.....	§11.00	.....	31.2	Lv. **Walla Walla** .. Ar.	.....	.....	5.20	.....
.....	11.50	.....	51.0	..... Prescott	.....	.....	4.20	.....
.....	12 01	.....	55.4	Ar.. Bolles Junction .. Lv.	.....	.....	§ 4.06	.....
.....	§12.05	.....	§ 4.10	55.4	Lv.. Bolles Junction .. Ar.	.....	.....	4.05	11.50
.....	12 20	.....	4.40	59.1	..... Waitsburg	.....	.....	3.53	11.35
.....	1.00	.....	4.45	68.4	Ar..... **Dayton** ..... Lv.	.....	.....	§ 3.25	§10.45
.....	§12.01	.....	.....	55.4	Lv.. Bolles Junction .. Ar.	.....	.....	4.06	.....
.....	12.13	.....	.....	59.8	..... Menoken	.....	.....	3.52	.....
.....	1.00	.....	.....	78.6	Ar..... **Starbuck** .... Lv.	.....	.....	§ 2.50	.....
.....	§ 1.35	.....	.....	78.6	Lv ... **Starbuck** .... Ar.	.....	.....	2.30	.....
.....	2.33	.....	.....	92.9	..... Chard	.....	.....	1.32	.....
.....	3.35	.....	.....	108.1	Ar.... **Pomeroy** .... Lv.	.....	.....	§12.30	.....
.....	§ 1.25	.....	.....	78.6	Lv.... **Starbuck** .... Ar.	.....	.....	2.50	.....
.....	2.00	.....	.....	86.9	..... **Riparia**	.....	.....	2.25	.....
.....	3.00	.....	.....	111.5	Ar.. La Crosse Junct .. Lv.	.....	.....	§ 1.12	.....
.....	† 3.25	.....	.....	111.5	Lv.. La Crosse Junct.. Ar.	.....	.....	.....	9.25
.....	4.10	.....	.....	124.8	..... Hooper	.....	.....	.....	8.40
.....	6.15	.....	.....	164.5	Ar..... Connell ..... Lv.	.....	.....	.....	† 6.30
.....	§ 3.00	.....	.....	111.5	Lv.. La Crosse Junct . Ar.	.....	.....	1.12	.....
.....	3.40	.....	.....	127.9	..... Endicott	.....	.....	12.28	.....
.....	4.30	.....	.....	147.3	Ar..... Colfax ..... Lv.	.....	.....	§11.35	.....
.....	§ 4.55	.....	.....	147.3	Lv..... Colfax ..... Ar.	.....	.....	11.20	.....
.....	6.15	.....	.....	165.8	..... Pullman	.....	.....	9.58	.....
.....	7.00	.....	.....	175.1	Ar..... Moscow ..... Lv.	.....	.....	§ 9.20	.....
.....	§ 4.35	.....	.....	147.3	Lv..... Colfax ..... Ar.	.....	.....	11.35	.....
.....	5.25	.....	.....	165.1	..... Garfield	.....	.....	10.46	.....
.....	6.00	.....	.....	174.5	..... Farmington	.....	.....	10.20	.....
.....	7.25	.....	.....	208.2	Ar .... Rockford ..... Lv.	.....	.....	§ 8.50	.....

PENDLETON & BAKER CITY LINE.

EASTWARD.		Mls	(Oregon Ry. & Nav. Co.)	WESTWARD.	
	Pass.			Pass.	
.....	§ 6.10 a.m.	0	Lv.. **Umatilla Junc** .. Ar.	10.20 a.m.	.....
.....	8.25 "	44	..... **Pendleton**	8.45 "	.....
.....	10.21 "	93	..... Meacham	6.35 "	.....
.....	11.40 a.m.	118	..... La Grande	5.20 "	.....
.....	12 05 p.m.	131	..... **Union**	4.42 "	.....
.....	1 30 "	170	Moun. Div'n ..... **Baker City**	3.10 "	.....
.....	3 20 p.m.	218	Ar ..... Huntington ..... Lv.	§ 1.25 a.m.	.....

OREGON AND WASHINGTON TERRITORY RAILROAD.

WALLA WALLA DIVISION.

Pass.	Mls.	Stations.	Pass.
P.M.			P.M.
§ 7.00	0	Lv. **Hunt's Jct.** Ar.	5.00
7.38	17	.. ....Fairfield	4.22
7.48	22	..Eureka Junction..	4.12
8.03	29	.....Riverside	3.57
8.28	39	.....Rulo	3.32
8.48	48	.....Collis	3.12
8.53	50	.....Waterloo	3.07
9.00	53	Ar... Walla Walla .. Lv.	§ 3.00

PENDLETON & CENTERVILLE DIVISIONS.

Mxd.	Mls.	Stations.	Mxd.
A.M.			P.M.
‡ 6.00	0	Lv. **Hunt's Jct.** Ar.	1.50
7.12	18	.....Stanton	12 08
7.20	19	.....Junction	12.00
10.15	28	.....Waterman	11.15
10.40	33	...**Centerville**....	10.50
7.40	23	.....Helix	9.10
8.00	28	.....Warren	8.50
8.20	33	Ar... **Fulton** ... Lv.	‡ 8.25

OREGONIAN RAILWAY CO., (Limited).

South.		WEST SIDE.	N'rth
Exp.	Mls.	Stations.	Exp.
A.M.			P.M.
†11.30	0	Lv.. **Portland** .. Ar.	4.40
2.41	32.7	.....**Dayton**	1.18
4.10	50.2	Ar. Sheridan Jc. Lv.	†11.28
4.56	57.2	Ar. **Sheridan**. Lv.	†10.42
7.00	63 0	Lv.... Dallas .... Ar.	8.20
7.35	70.1	.....Monmouth	7.52
8.30	79.4	Ar.... **Airlie** .. Lv.	† 6.50

South.		EAST SIDE.	N'rth
Exp.	Mls.	Stations.	Exp.
A.M.			P.M.
†11.30	0	Lv.. **Portland** .. Ar.	4.30
2.03	31.2	.Fulquartz Landing.	1.13
2.15	33.3	....Rays Landing....	1.10
3.16	43.4	....**Woodburn**....	12.00
4.16	53 9	.....Silverton	11.00
5.56	72.9	...West Stayton....	8.58
10.15	123.0	Ar... **Coburg** ... Lv.	4.30
P.M.			A.M.

† Daily except Sunday. § Daily. ‡ Monday, Wednesday and Friday. * Stop only on Signal. ¶ Tuesday, Thursday and Saturday.

PORTLAND AND SAN FRANCISCO ROUTE.

The steamers of the Oregon Railway & Navigation Co. and the Pacific Coast Steamship Co. sail between Portland and San Francisco, touching at Astoria. Fare, Portland to San Francisco, including meals and berth, $16 cabin, $8 steerage. Round trip, unlim., $30. The proposed time in August, 1889, is as follows:

STEAMERS. (Passengers can go aboard at Portland any time after 6.00 p. m.)	From Portland Leav'g Steamship Wharf at 12.00 midnight.	From San Francisco, Leaving Spear St. Wharf at 10.00 a.m.
"Columbia"	August 4, 16, 28.	August 11, 23.
"State of California"	August 12, 24.	August 7, 19.
"Oregon"	August 8, 20.	August 3, 15, 27.

THE NORTHERN PACIFIC RAILROAD AND THE COUNTRY IT TRAVERSES.

THE traveler who goes over the NORTHERN PACIFIC RAILROAD sees the most picturesque, interesting, and prosperous belt of country traversed by any railroad running between the Mississippi Valley and the Pacific coast. This region has more varied and striking scenery, more cultivated country, more towns and cities, and better opportunities for settlement and business than that tributary to any other transcontinental line. For this reason the Northern Pacific is preëminently the favorite route to and from Pacific coast points, for pleasure tourists, for business men, and for home-seekers.

TERMINAL CITIES.

The Northern Pacific has eastern terminals at St. Paul, Minneapolis, Duluth, Superior, and Ashland. St. Paul and Minneapolis, called the "Twin Cities" of Minnesota, are exceedingly interesting places to see, by reason of their rapid and solid growth, their stately business structures and handsome residences, their noble public edifices, their extensive industrial establishments, and their vast commercial movement. Ashland has the greatest iron ore docks in the world. At Duluth and Superior more wheat is shipped than at Chicago. The huge elevators and coal docks at these neighboring cities are objects of interest. The western terminal city of the Northern Pacific system is Tacoma, on Puget Sound, a place of marvelously rapid growth, with an immense commercial movement in wheat, coal and lumber, and with shipping relations with all Pacific coast ports and with the ports of China and Japan. The most imposing snow peak in America, Mount Tacoma, is in plain sight from the streets of the city. From Tacoma a Northern Pacific line runs southward to Portland, the rich and handsome commercial capital of the Columbia and Willamette Valleys. Another branch runs northward to Seattle, the prosperous commercial centre of the Middle Sound country.

OTHER NOTABLE CITIES.

Among other cities on the Northern Pacific system that present features of special interest are Fargo, the wheat metropolis of the Red River Valley; Bismarck, the capital of Dakota; Helena, the

capital of Montana, with its gold and silver mines and reduction works; Butte, where more mineral wealth is annually produced than at any other spot in the world, and Spokane Falls, with its beautiful cataracts, forming the greatest water-power on the Pacific Coast.

AGRICULTURAL RESOURCES.

The Northern Pacific runs through two of the greatest wheat-growing regions in the world. The first is the hard-wheat belt of Northern Minnesota and North Dakota, extending from about the center of Minnesota westward to the western boundary of Dakota. This belt is about 500 miles long and 300 miles wide, and includes the famous Valley of the Red River of the North, which ranks for fertility with the valleys of the Volga and the Danube, in Europe. Here is produced the best wheat in the world, known as "No. 1, Hard," a variety that can be grown in no other part of the United States. This wheat contains a larger percentage of gluten than any other, and makes more flour to the bushel and better flour. It yields from 15 to 35 bushels to the acre. The second great wheat-growing region tributary to the Northern Pacific is in Washington Territory, where there is a stretch of rolling prairie 250 miles long by about 60 miles wide, which produces regularly from 30 to 50 bushels to the acre of a soft, white wheat, and which has never had a failure of crop. Most of this wheat goes to Liverpool by way of Tacoma. In Montana, between these two remarkable wheat regions, much wheat is grown in irrigated valleys, yielding from 30 to 60 bushels to the acre. Oats are a good crop in all the Northern Pacific country. Barley is extensively grown in Minnesota, Dakota, and Washington, yielding from 20 to 50 bushels to the acre. The Washington barley ranks for malting purposes with that raised in California. Other crops are potatoes, which are shipped from Dakota as far east as Chicago, and are of a quality unequaled in the East; millet, rye, onions, peas, beets, cabbages, and all other garden vegetables. In several of the rich alluvial valleys of Washington hop-growing is the chief industry, the average yield being from 1,200 to 2,000 pounds to the acre, against an average of 600 pounds in the hop districts of Wisconsin and New York. All the fruits of the temperate zone grow in Washington, and also in some of the warm valleys of Western Montana. In Dakota small fruits and berries and hardy varieties of apples are grown. Dairying is becoming an important industry in Minnesota and Dakota, and numerous creameries are in successful operation.

THE GRAZING INDUSTRY.

All of Montana except the agricultural valleys and the wooded mountain ranges, a large part of Western Dakota, and much of the Columbia Basin, in Washington and Oregon, is essentially a grazing country, and is occupied by large herds of cattle and

flocks of sheep. The principal grass is the bunch grass, which cures in the dry air of summer, and furnishes feed all winter. This grass is the most nutritious known, having, when dry, the properties of both hay and grain. Cattle fatten on it more rapidly than on the blue grass of Kentucky or the buffalo grass of Nebraska and Colorado. Range cattle are not sheltered or looked after in winter. They run over the open country, and pick up their living on the dried, standing grass. Sheep are herded and kept in corrals during storms, but are out on the open ranges most of the winter. Nearly 100,000 head of range cattle are shipped to Eastern markets every fall by the Northern Pacific. Sheep are shipped in large numbers from Montana and Washington to St. Paul and Chicago. The raising of horses is also a growing and profitable industry. No winter care is given them, and when rounded up in the spring they are found to be as fat as if they had been stabled and well fed all winter. Eligible unoccupied locations may still be found for engaging in any branch of the stock business. It is a safe, profitable, and independent way of getting a living from the land.

PRECIOUS METALS.

Montana now leads all the States and Territories in the production of gold, silver, and copper, her annual output exceeding $30,000,000. The principal mining camps are on the slopes of the main divide of the Rocky Mountains, near Helena and Butte, and also on the flanks of the Belt Mountains and the Bitter Root Range. The recent construction of branch railroads penetrating the mineral districts has given a new impetus to this important industry, and new mines are constantly being opened. Montana has at Marysville the greatest gold mine in the world, at Butte the greatest copper mine, and at Granite Mountain the greatest silver mine. In Northern Idaho, the Cœur d' Alene mining district, reached by a Northern Pacific branch, has come rapidly to the front as a great gold and silver region, and is only in the infancy of its development. In Washington, north of Spokane Falls, the Colville Valley contains a number of rich silver mines, and the Okanogan country, reached from either Spokane Falls or Ellensburg, is rapidly developing as a silver and gold camp. Valuable ore deposits are also being opened on Lake Pend d'Oreille and the Pend d'Oreille river, and in the Kootenai country.

COAL, IRON, ETC.

Nearly all of Western Dakota is underlaid with seams of lignite coal, which makes a valuable fuel for domestic use and for stationary steam engines. In Montana there are enormous deposits of bituminous coal on Rocky Fork, south of Billings, reached by a branch road from Laurel, on the Northern Pacific. Near Bozeman, on the main line of the Northern Pacific, coal is

extensively mined. At Roslyn, Carbonado, and other points near the Cascade Division of the Northern Pacific are the most productive mines on the Pacific coast, furnishing the railroad and the towns with fuel, and shipping large quantities to San Francisco. One mine produces coking coal exclusively, and another gas coal. Iron ore is found at numerous points in Washington, and will soon become the basis of an important industry. Lead abounds in Montana, Idaho, and Washington. Granite, limestone, and sandstone, for building purposes, are quarried in many parts of Montana, and marble has been discovered in Washington.

LUMBERING AND FISHING.

The pineries of Northern Minnesota supply a large part of the lumber used in that State, and in Dakota, Iowa, Nebraska and Kansas. The lumber resources of Washington are practically inexhaustible; the immense forest which envelops Puget Sound and covers the Cascade and Olympic Mountains is the finest body of timber in the world, and is estimated to contain 160,000,000,000 feet. The principal growths are fir, spruce, pine, cedar, larch, and hemlock. Lumber is shipped from Puget Sound and from the Columbia river to California, Mexico, South America, China, Japan, Australia, and New Zealand, and ship spars are sent to the navy yards of Europe. The white-fishing on Lake Superior is an important industry, and the salmon-fishing at the mouth of the Columbia river, in Oregon and Washington, is a business of such great dimensions that it supplies the whole civilized world with canned salmon.

THE SCENIC WONDERLAND.

For varied, grand and peculiar scenery no journey of equal length compares with that over the Northern Pacific. At the eastern end of this transcontinental highway is Lake Superior, the greatest lake in the world; at its western end is the Pacific, the greatest ocean in the world; Puget Sound, the most picturesque inland sea in the world; and the Columbia river, the finest scenic river in the world. No mountains in the Alps surpass in grandeur the gigantic, solitary snow peaks of the Cascade Range. In Northern Minnesota are hundreds of small lakes as lovely as those of Scotland and Ireland. In the Bad Lands of Dakota is a singular region, where subterranean fires are still burning and where forests have been petrified and strata of blue clay converted into red scoriæ. The Yellowstone National Park, reached by rail only by way of the Northern Pacific, is the world's wonderland, attracting tourists from every part of the civilized globe to gaze upon its surprising geysers, its boiling mud pools, its cliffs of shining black obsidian, its profound cañon, where the rocks have been painted by nature with rainbow colors and its inspiring Rocky Mountain scenery. From Tacoma, the western terminus of the Northern Pacific, steamers make the

round trip to Alaska in about two weeks, a distance of over 2,000 miles. This is, beyond question, the most superb marine excursion in the world, showing to the tourist the loftiest mountain peaks of the continent, glaciers, icebergs, and beautiful land-locked bays, straits, and estuaries. The route is entirely between islands and the main land, so that, although the whole voyage is on salt water, there is no suffering from sea sickness.

ROAD EQUIPMENT.

The advent of the Northern Pacific Railroad, five years ago, as a competitor for through transcontinental business, marked a new era in railway passenger service between the East and the Pacific coast.

The most notable feature in connection with the train service inaugurated by this new line was the introduction of elegant dining cars, which were built at the Pullman Car Works, being marvels of luxury and of the most elegant design and finish. In these cars the passenger sits down to a bountiful "spread," comprising all the delicacies of the season on both the Atlantic and Pacific coast, as well as the fish and game obtained from the country through which the road passes, for which he pays the modest sum of 75 cents per meal.

Although the Northern Pacific Railroad stands alone in this respect, among the transcontinental lines in the United States, passengers by other routes being still obliged to depend upon the old-fashioned, much-abused eating station, the management of this line, not content with the great improvements made in the past, announces that on May 1st, 1889, they will put in service between St. Paul and Minneapolis and Tacoma and Portland complete vestibuled passenger trains.

These trains will be equipped with the latest improved, automatic Westinghouse brake, the Westinghouse air signal, Miller platforms, patent steel-tired wheels, and in fact, every appliance and improvement in the railway service that will contribute to the safety, convenience, or comfort of the traveler.

While making every effort to please the first-class and tourist travel, the Northern Pacific Railroad have not been unmindful of the comfort of the intending settler, destined to Montana, Idaho, Oregon, or Washington, and through express trains will therefore include new colonist sleepers, equipped with all the latest improvements.

These cars, while not upholstered, are fitted with berths similar to first-class sleepers, with movable tables between each section, Baker heaters, ranges for light cooking, and separate toilet rooms for ladies and gentlemen. Smoking in these cars is prohibited.

The free use of these sleepers is given to holders of second-class Montana and Pacific coast tickets. Passengers can furnish their own bedding, or purchase an outfit of mattresses, blankets, pillows, and curtains, at an expense not to exceed $3.00, either at the St. Paul Union Depot or on the train.

A CONDENSED DESCRIPTION

OF THE

Northern Pacific Railroad Lands,

THE FREE GOVERNMENT LANDS,

And including a brief description of the belt of highly productive country traversed by the Northern Pacific Railroad from Lake Superior to Puget Sound and the Pacific Ocean.

THE region covered by the **Land Grant** of the Northern Pacific Railroad stretching from Lake Superior to Puget Sound, on the Pacific coast, and lying on both sides of the Northern Pacific Railroad, is generally known as the "Northern Pacific Country." It embraces portions of Minnesota, Dakota, Montana, Idaho, Washington, and Oregon, and presents a great variety of surface, soil, and natural productions. No portion of the United States now offers as favorable opportunities for settlement and new business enterprises. In no other section is there as much good Government land still open to homestead, pre-emption and timber-culture claims, and large areas of desirable railroad lands for sale at low prices and on long time for payment. The climate is everywhere healthful and invigorating. The Northern Pacific Country offers, for the occupancy of settlers, millions of acres of rich agricultural land, immense areas of grazing land valuable for stock-raising, great tracts of fine timber land, extensive mineral districts where gold, silver, copper, and lead are profitably mined, and large deposits of coal and iron. This progressive Northwest region invites the farmer, the stock-raiser, the merchant, the lumberman, the miner, the tradesman, the professional man, the business man, the manufacturer and the capitalist.

MINNESOTA.

The Northern Pacific Railroad Company has over 1,350,000 acres of land for sale in the State of Minnesota, at prices ranging chiefly from $4 to $6 per acre, and the preferred stock of the Company is received at par in payment. There is considerable Government land open for entry. For about half the distance across the State, from the head of Lake Superior, the country traversed by the road is timbered. Land can be profitably cleared here and farms opened, the nearness to the markets and the value of the timber compensating for the cost of clearing. A beautiful region of rolling prairie interspersed with oak groves and belts of hardwood timber, and dotted with numerous lakes, comes next as we travel westward. This is called the "Lake Park Region." Beyond lies the level, fertile valley of the Red River of the North, which laps over into the eastern part of North Dakota, the Red River forming the boundary line between the northern portion of Minnesota and Dakota. The country is well adapted for wheat-raising, dairying, general farming, and farm stock-raising.

NORTH DAKOTA.

The Northern Pacific Railroad traverses North Dakota from east to west for a distance of nearly 400 miles, with numerous branches to develop the country and facilitate settlement. Its land grant embraces alternate mile square sections, for a distance of 50 miles on each side of the track, and a large part is still open for the settler's selection. The agricultural lands are sold at prices ranging chiefly from $3 to $6 per acre, grazing lands from $1.25 to $4 per acre, and on 5 and 10 years' credit to settlers. The railroad lands lying east of the Missouri River can be paid for with the preferred stock of the Company, which is received at par. The country

is rolling prairie of almost uniform fertility. Beyond the Missouri River the West Dakota country is somewhat broken with buttes and low ranges of hills. There is a large quantity of very productive and desirable Government land in North Dakota open for settlement, under the homestead, pre-emption, and timber-culture laws. There is about 20,000,000 acres of Government land rated as agricultural lands, and exclusive of lands in the Indian and Military Reservations, now open for entry in the Territory of Dakota, of which 18,000,000 acres are located in North Dakota. In the extreme western part of the Territory the lands are unsurpassed for grazing purposes, and there are already large herds of cattle. North Dakota is the home of the famous "No. 1 Hard" spring wheat, which makes the best flour in the world, and always commands a higher price than any other kind of wheat. It is raised in perfection in North Dakota, the climatic conditions being specially favorable to its production. The yield is from 18 to 35 bushels per acre. Oats, rye, barley, flax, and corn yield bountiful crops. All vegetables are produced, grow to large size, and are of excellent flavor. The dryness of the atmosphere makes the winters in North Dakota much more agreeable than the changeable weather and the moist atmospheres of the East. The long muddy seasons experienced in the South are not encountered in North Dakota. Cool nights and constant breezes render the summers delightful. In the autumn the mild, pleasant weather usually lasts until about the first of December.

MONTANA.

The eastern and central part of Montana is a rolling plateau, broken by mountain spurs, and well watered by numerous streams. It is pre-eminently a grazing country, being covered with the nutritious bunch-grass, which cures itself in the summer months, and furnishes feed all winter. Stock-raising and wool-growing are very profitable industries. There is still plenty of room for new herds and flocks. The fertile valleys adapted to farming and dairying invite the settler. The mining districts and cattle ranches supply a home market for grain and vegetables. Western Montana is largely covered by the numerous ranges and spurs of the Rocky Mountain system, but contains many attractive valleys, and is rich in minerals. There are extensive forests in Western Montana, belts of fine timber in Central Montana, and considerable timber scattered through Eastern Montana. The output of gold, silver, copper, and lead in 1888 was over $40,487,266. Coal is abundant. Montana's climate is dry and bracing, and is modified by the influence of the warm "Chinook" wind. The Northern Pacific Railroad traverses the territory for a distance of nearly 800 miles. Montana offers many and varied opportunities to enterprise and industry. Its magnificent mountain scenery, lovely valleys, cold, clear streams, beautiful lakes, and abundance of game, make it a delightful region for the resident, the hunter, the fisherman, and the summer tourist. In Montana the Northern Pacific Railroad Company has upwards of 19,000,000 acres of lands for sale at prices ranging chiefly from $3 to $5 per acre for agricultural lands, and from $1.25 to $2.50 per acre for grazing lands, and on 5 and 10 years' credit. There are large quantities of Government lands open for entry.

NORTHERN IDAHO.

Northern Idaho is mainly a region of mountains and forests, with small prairies and narrow valleys available for farming settlement. It contains the famous Cœur d'Alene mining region. These mines are being steadily worked, and many of them are developing to be exceedingly rich. The mineral resources of this region include quartz leads as well as placer deposits, and invite development. West of the Bitter Root and

Cœur d'Alene Mountains, and bordering closely on Eastern Washington, is a rich agricultural district consisting of rolling uplands, covered with bunch-grass and highly productive. The climate is mild and healthful, and the near mountains afford abundant timber for building, fencing, and fuel. The Northern Pacific Railroad Company has about 1,750,000 acres of land for sale in Northern Idaho, and there are desirable Government lands open for entry.

WASHINGTON.

This territory is sometimes called the Pennsylvania of the Pacific coast, because of its varied natural resources. It possesses, like Pennsylvania, large agricultural areas, great stores of coal and iron, vast forests, and an open highway to the sea for commerce. The Cascade Mountains divide it into two natural divisions, each having distinct climatic peculiarities. The climate is notably agreeable. Eastern Washington is chiefly a plains country, well grassed, and large portions of it are highly fertile. The railroad in passing through Washington shows the traveler hardly anything of its agricultural resources, the line running for most of the distance in Eastern Washington through deep coulees, and in Western Washington through forests. The farming country lies on both sides of the track, stretching away to the south and the north. Wheat is the principal crop. All the grains and fruits of temperate latitudes flourish. In Central Washington, the Yakima Valley, through which the Cascade Division of the Northern Pacific passes, is attracting a large settlement by reason of the garden-like productiveness of its soil. Some portion of this section requires irrigation. All of it is valuable for grazing. Western Washington, comprising the Puget Sound country, is a region of dense forests and lofty, snow-clad mountains. Lumbering is the most important industry. Coal is mined in large quantities. Agriculture is carried on in numerous rich valleys running back from the Sound to the mountains. The most productive hop districts in the world lie in these valleys. Fortunes have been made from little patches of hops during the past few years. The climate of this region is very equable. The winters are rainy and very mild, the summers cool and delightful. The weather the year round closely resembles that of the south of England.

OREGON.

Oregon, like Washington, is divided into two climatic regions by the Cascade Mountains. The eastern section contains less agricultural land than Eastern Washington, and is in the main a grazing country. Horse-raising and sheep-herding are profitable industries. Much land, formerly supposed to be too dry for farming, is now producing heavy yields of wheat. In Western Oregon lies the fertile Willamette Valley, already well settled, and supporting many large towns. The wheat of all this region goes to Europe for a market by way of the ocean. The unoccupied land west of the Cascade Range, adapted for farming, is timbered land in the foot-hills.

The Northern Pacific Railroad Company has over 12,000,000 acres of land for sale in Washington and Oregon, at prices ranging chiefly from $2.60 to $6 per acre for agricultural lands, and from $1.25 to $2.50 per acre for grazing lands, and on 5 and 10 years' credit, and there are large areas of unoccupied Government lands open for settlement, and free to all. For information concerning lands in Idaho, Washington and Oregon, apply to PAUL SCHULZE, General Land Agent, Tacoma, Washington. For information concerning lands in Minnesota, Dakota and Montana, address A. G. POSTLETHWAITE, General Land Agent, St. Paul, Minn.

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A SECTIONAL LAND MAP OF NORTH DAKOTA, showing the Government lands open to settlers and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to **diversified farming in connection with stock-raising.**

A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine **agricultural lands and grazing ranges, rich mineral districts, and valuable bodies of timber.**

A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands in Central and Western Washington including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts, and the **agricultural and grazing lands.**

A MONTANA MAP, showing the Land Grant of the Northern Pacific Railroad Company, and the Government surveys in the district covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests, and agricultural sections.

Also Sectional Land Maps of Districts in Minnesota.

☞ When writing for Publications, give the names and addresses of friends to whom you would like to have copies sent.

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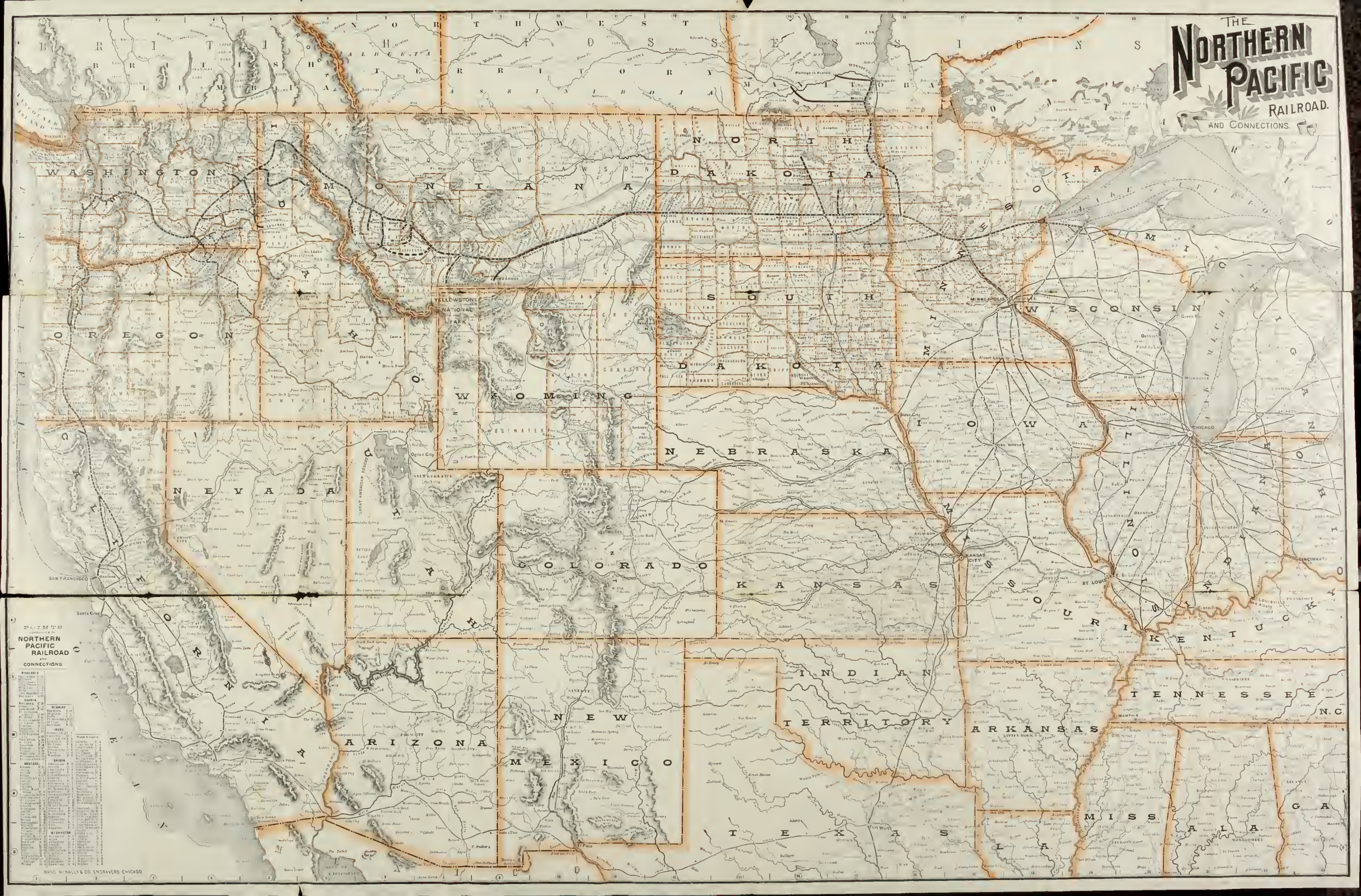
P. B. GROAT, Gen'l Emigration Agent, OR **CHAS. B. LAMBORN,** Land Commissioner.

ST. PAUL, MINNESOTA.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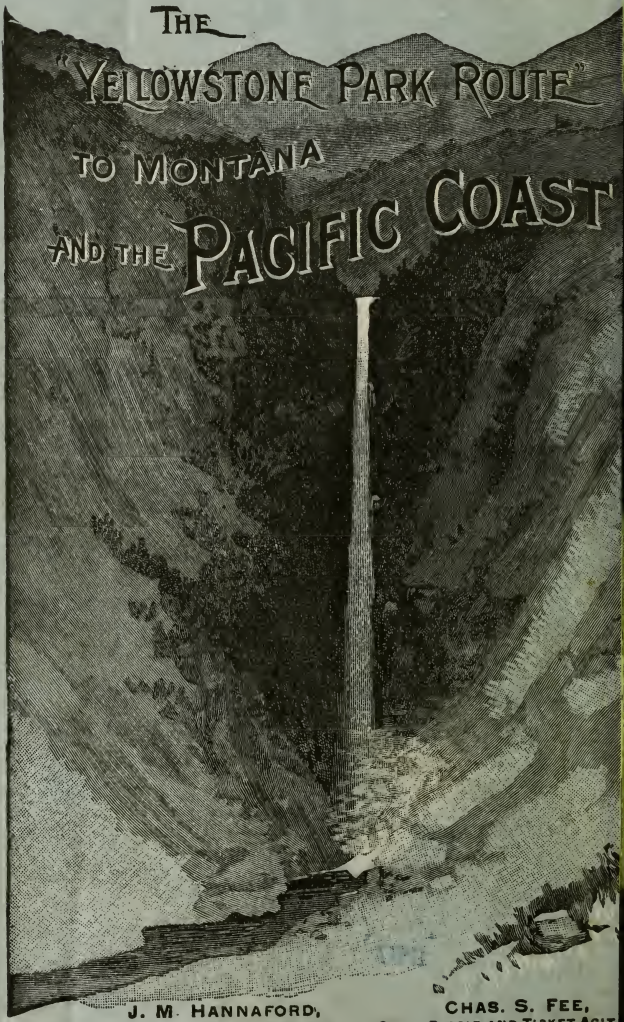

J. M. HANNAFORD,
TRAFFIC MANAGER,

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September, 1889.